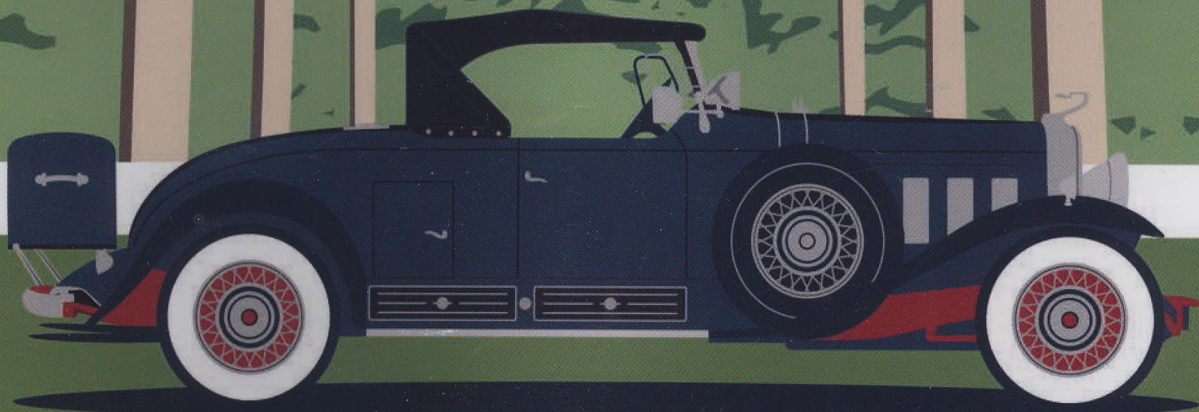




SAN MARINO MOTOR CLASSIC



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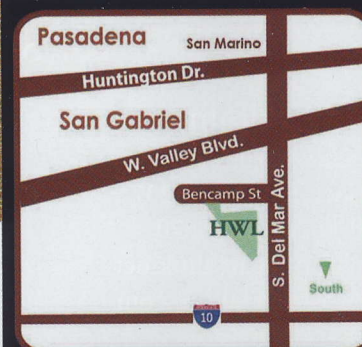
Come Join **CARS** and **CHRONOS** Reception
on **Saturday June 8, 2019@ 1:30pm - 3:30pm**

Meet friends, enjoy light snacks and refreshments !

register online @ SanMarinoMotorClassic.com or email caren@hwljewelers.com

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SAN MARINO MOTOR CLASSIC

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Volunteer Chairman

Welcome to the 9th Annual San Marino Motor Classic and 5th Annual Symphony of Cars Gala. It is amazing how quickly time has passed since co-founders Paul Colony, the late Ben Reiling and I decided to continue the legacy of the Los Angeles Concours under the San Marino Motor Classic banner at Lacy Park.

To say the least, the event has grown beyond our wildest dreams. This year's edition of the San Marino Motor Classic includes the Ferrari Club of America Southwest Region's Concorso Ferrari. In addition to David Lee's private collection of Ferraris and Scott Grundfor's private collection of Ford Concept Cars, a third display consisting of Pasadena Tournament of Roses Parade Cars can be found on the emerald lawn of Lacy Park.

I would be remiss if I did not mention that over the past 8 years, the San Marino Motor Classic has raised over \$1.9 million that has been distributed to our charitable beneficiaries, the Pasadena Humane Society, Cancer Support Community Pasadena, and the San Marino Rotary Charities, which acts as a conduit in distributing funds to over 20 charitable organizations throughout the San Gabriel Valley.

None of these accomplishments would be possible without our Commercial Sponsors, Donors, Committee Members, Day-Of-Event Volunteers, and of course our Exhibitors, Judges, and Spectators to whom I offer my appreciation and thanks. One other fact that often goes unnoticed is that the entire San Marino Motor Classic is produced by volunteers. The organization has no paid employees.

I would like to also take this opportunity to thank the San Marino City Council, the City Management Team, Police and Fire Departments, and the staff at Lacy Park for their assistance in allowing the San Marino Motor Classic to be held in Lacy Park. Thanks, must also go to the residents of San Marino, especially those who live near Lacy Park, for their understanding and support of the event.

Mention should be made that the San Marino Motor Classic, while being a car show, also brings people into our city that would most likely never be exposed to our park lined boulevards. and stately homes. The Motor Classic also brings money into our community that would probably never find its way to San Marino. In 2017 and 2018 the San Marino Motor Classic donated \$50,000 each year to the Barth Athletic Complex and to the Lacy Park Bathroom Refurbishment project. A plaque in front of the playground credits the San Marino Motor Classic with contributing funds to the construction of that feature of Lacy Park. Your support of the San Marino Motor Classic is essential for the event continuing to be a contributing element in our community.

I would like to give my thanks to David Kuntz, KABC Automotive Reporter, and Ed Justice, Jr., who are our Master of Ceremonies for our event. The San Marino Motor Classic could not go on without SMMC Chief Judge John Milliken and Assistant Chief Judge Allan McCrary along with Concorso Ferrari Chief Judge Wally Clark and Concorso organizers Jim Bindman and Marv Landon.

When you look around and take in the entire ambience of the San Marino Motor Classic, thanks must be given to Rod Miller, Operations Chairman and the recipient of the inaugural Ben Reiling Memorial Volunteer Award for outstanding service. This award will be presented at the Symphony of Cars Gala.

It has been a pleasure for my committee to bring this event to San Marino's Lacy Park, and I hope that you will all enjoy the day!

Best personal regards,

Aaron Weiss

Aaron Weiss
Chairman

San Marino Motor Classic

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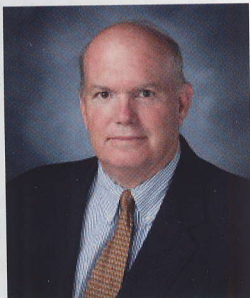
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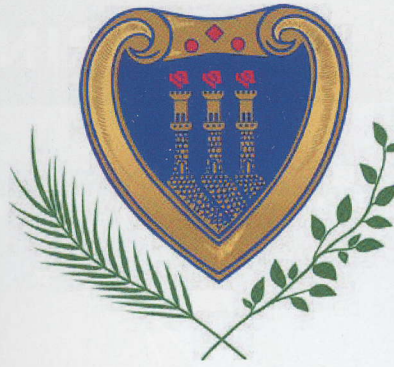
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Council Member



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Council Member



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Council Member



City of San Marino

The San Marino City Council Welcomes the San Marino Motor Classic

The San Marino City Council consists of five members, elected by the voters. These five Council Members serve without any financial compensation and appoint one of their own annually to serve as Mayor.

The San Marino City Council is pleased to have the Motor Classic return to Lacy Park, and our community especially appreciates the various contributions the Motor Classic has made to the City such as its contributions to Centennial Field and the playground equipment here in Lacy Park.

We hope you enjoy your day at the Motor Classic here in San Marino.

Mayor Steven W. Huang, DDS

This advertisement was paid for personally by the members of the City Council. No City of San Marino funds were expended.



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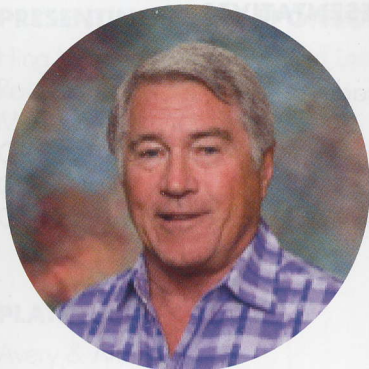
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Isaac Hung
Dennis Kneier
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JUDGES



JOHN MILLIKEN – CHIEF JUDGE

John is a former Air Force pilot who served two tours in Vietnam (1969 and 1972) where he flew transports and B-52 bombers. After his military service, John continued on as a pilot in the private sector for Western and Delta airlines. He captained the L-1011, MD-11, and Boeing 767 and flew domestic, European, and Asian routes, retiring in 2004 after twenty-eight years with the airlines. For over fifty years, John has been involved with classic cars - from restoring to judging, advising to authoring - John has offered his talent in many capacities. He has restored over forty cars with a particular interest and fondness for the American Classics from the 1930s, especially the GM and Packard convertible sedans. John is also an accomplished author having written over sixty articles for publication in vintage car and club magazines. Currently a Master Judge for the Classic Car Club of America, John is also in his ninth year as the Chief Judge for the SoCal Region of CCCA. In addition, John has been a Head Judge for the Santa Barbara and Palm Springs Concours and is in his second year as Head Judge for the San Marino Motor Classic. He has also been Director of both the Oregon and SoCal Regions of the CCCA. John parks his cars in Westlake Village with his wife of thirty-three years, Leslie. He is especially proud to include his son, Pierce (named after a 1936 Pierce Arrow John once owned) as an apprentice judge at today's show.



ALLAN MCCRARY – ASSISTANT CHIEF JUDGE

Allan McCrary has been a member of the Auburn Cord Duesenberg Club since 1974, serving on it's Board of Directors, as President and is currently the National Chief Judge where he was instrumental in developing recently revised judging standards that focus on authenticity for the three marques. He is also a Classic Car Club of America (CCCA) Accredited Judge. He is a member of the American Bugatti Club, the 356 Registry and the CCCA where he has participated in ten CARavans. Allan serves on the Advisory Board for the Serrano and Lincoln Hills Concours, is a consultant for the Academy of Art University Collection and has assisted the Head Judge of the San Marino Motoring Classic for the last five years. He maintains a eclectic collection of automobiles covering a wide range of interests; Classics, Post War German and British Sports cars and American Luxury / Muscle. In addition, he holds a Sports Car Club of America Full Competition License. He is a retired pilot with three careers in aviation; as a Colonel in the United States Air Force, Branch Chief for the National Aeronautics and Space Administration and as a Captain for Southwest Airlines.



WALLY CLARK – CHIEF JUDGE CONCORSO FERRARI

Wallace P. "Wally" Clark has served as the Chief Judge for the Concorso Ferrari show in Pasadena for the past 7 years and has been a Ferrari concours judge for 20 years. A car guy all his life, he grew up in Orange County with hot rods in High School and College and eventually found the sportscar bug. As a car collector his current fleet has a Ferrari, a Porsche 911, and a 1967 Fiat Dino Spider. He is also an avid model car collector with over 400 model Ferraris in his collection. Married since 1966, he lives with his wife in Villa Park. A career in the insurance industry led him to start his own insurance agency in Anaheim which specializes in commercial business insurance. He has attained the CPCU designation (a type of Master's Degree in insurance) and has served as past president of several insurance organizations over the last 30 years. He currently serves as the National insurance chair for the Ferrari Club of America, and is a past president of the Ferrari Club of America Southwest Region.



JUDGES

SAN MARINO MOTOR CLASSIC JUDGES

Geoffe Abade
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James Alton
Belva Baltzar
Erik Baltzar
David Barr
David Billett
Dan Bishop
Mitch Bohn
Carl Bomstead
Dan Bosch
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Dana Caruso
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Peter Harrison
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Larry Ott
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Robert Robin
Steve Rostum
Earl Rubenstein
Maya Rubenstein
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Anne Steele
David Steele
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Mark Strachan
Jack Strong
Paul Taylor
Rick Tomsice
Joe Ventura
Ron Vontersch
Tom Warden
Gerry Wilburn
Bob Wright
Steve Young
Shelly Zide

SAN MARINO MOTOR CLASSIC TABULATORS

Leslie Milliken
Alden Weiss
Alan Weiss

CONCORSO FERRARI JUDGES

Tom Brockmiller
Don Callaway
John Carlson
Murray Cogan
Richard Cole
Bob Estrada
Stuart Field
Wes Hatayakama
Glen Kirtley
Steve Kittrell
Bruce Lavachek
Bruce Leeds
Peter Lund
Richard Lynch
Bill Makepeace

Marcus Mancini
Steve Mrovic
Rex Nguyen
Paul Panelli
Rex Parker
Brian Quadt
Mike Regalia
Peter Riley
Mike Sage
Bill Smailes
Jody Stewart
Timo Tanskanen
Ken Thomas
Chad Woods





2018 WINNERS

BEST IN SHOW - PRE WAR

1930 Cadillac V16 Murphy Body AWP
John Groendyke

BEST IN SHOW - POST WAR

1947 Alfa Romeo 6C 2500SS
George Alspaugh

BEST SUPER CAR AWARD

1966 Shelby Cobra
Tatsuya Yagi

MOST ELEGANT FERRARI - BACCHELLI & VILLA AWARD

1973 Ferrari 365 GTB
Bill & Linda Feldhorn

MOST ELEGANT AMERICAN PRE-WAR CLASSIC CAR AWARD

1935 Duesenberg JN Rolliston Bohman & Schwartz
Jeannie & Rob Hilarides

MOST ELEGANT CLOSED PRE-WAR CAR AWARD

1933 Chrysler CL Imperial LeBaron CC Sedan
Larry & Susan Nannini

MOST ELEGANT CLOSED CAR - POST WAR

1961 Mercedes Benz 300 Model Sedan
Barry Sohnen

SAN MARINO ROTARY TROPHY

1955 Chevrolet Corvette
Deanna & Chris Roth

EXCELLENCE IN INNOVATION & DESIGN AWARD

1938 Bentley 4.25 Special Speedster
Gary Wales

CHAIRMAN'S AWARD

1956 Studebaker Hawk
George Colvin

PRESIDENT'S AWARD

1957 Mercedes Benz 300SL Coupe
Bob & Judy Green

PASADENA HUMANE SOCIETY AWARD

1952 Allard Jax
Craig Ekberg

MOST EXOTIC SPORTS CAR

1963 Ferrari 400 Super America
Donnie Crevier

MUSCLE CAR REVIEW MAGAZINE AWARD

1968 Dodge Challenger
Jack Thomas

MAYOR'S AWARD

1927 Lancia Lambda "Airway"
The Byrd Family

MOST ELEGANT OPEN POST-WAR CAR

1964 Lincoln Continental Convertible
Jim Ayres

GARAGE STYLE MAGAZINE AWARD

1930 LaSalle Phaeton
Paul & Jacqui Whitney

MEGUIAR'S AWARD FOR BEST PAINT & FINISH

1948 Chrysler Town & Country Convertible
Bobby Kenz

MOST ELEGANT AMERICAN OPEN PRE-WAR (CCCA)

1930 Cadillac V16 Murphy Body Phaeton
John Groendyke

CLASS A

BRASS & NICKEL ERA

First Place

1912 Simplex 50hp Touring
Rick & Lucy Rawlins

BRASS & NICKEL ERA

Second Place

1915 Pierce Arrow Model 48 Seven
Passenger Sedan
Sandy & Ron Hansen

BRASS & NICKEL ERA

Third Place

1915 Autocar Stakebed Truck
Joe & Janice Conzonire

CLASS B

HVA PRESERVATION CARS

First Place

1954 Jaguar XK120 OHC
Kevin Eld

HVA PRESERVATION CARS

Second Place

1939 Lincoln Zephyr
Roger Morrison

HVA PRESERVATION CARS

Third Place

1972 Citroen SM
Stewart Reed

CLASS C1

CCCA - AMERICAN OPEN

First Place

1930 Cadillac V16 Murphy Body Phaeton
John Groendyke



2018 WINNERS

CCCA - AMERICAN OPEN

Second Place

1935 Auburn Supercharged Boattail Speedster
Lehrman Collection

CCCA - AMERICAN OPEN

Third Place

1929 LaSalle 328 Sport Phaeton
Richard Law

CLASS C2

CCCA - AMERICAN CLOSED

First Place

1935 Duesenberg JN Rolliston Bohman & Schwartz
Jeannie & Rob Hilarides

CCCA - AMERICAN CLOSED

Second Place

1933 Chrysler CL Imperial LeBaron CC Sedan
Larry & Susan Nannini

CCCA - AMERICAN CLOSED

Third Place

1930 Ruxton Sedan
The Nethercutt Collection Jack & Helen Nethercutt

CLASS C3

CCCA - EUROPEAN OPEN

Third Place

1930 Delage D8C
Ray & Bonnie Kinney

CCCA - EUROPEAN OPEN

First Place

1933 Isotta Fraschini Model B
Rich Atwell

CCCA - EUROPEAN OPEN

Second Place

1931 Rolls-Royce Phantom I Regent Convertible Coupe
Mark Hyman

CLASS C4

CCCA - EUROPEAN CLOSED

First Place

1935 Bugatti Type 57 Ventoux
Bruce Meyer

CCCA - EUROPEAN CLOSED

Second Place

1939 Bugatti Aravis
Peter & Merle Mullin

CCCA - EUROPEAN CLOSED

Third Place

1927 Lancia Lambda "Airway"
The Byrd Family

CLASS D

PRE WWII AMERICAN MANUFACTURE (NON CCCA)

First Place

1942 Chevrolet Fleetline
Adrian Zagorin

PRE WWII AMERICAN MANUFACTURE (NON CCCA)

Second Place

1939 Chevrolet Master Deluxe
Benny Delgadillo

PRE WWII AMERICAN MANUFACTURE (NON CCCA)

Third Place

1931 Ford Model A Delux Phaeton
CARS USA

CLASS E1

PORSCHE - 356 OPEN & CLOSED

First Place

1960 Porsche 356B
Stephen Hoskins

PORSCHE - 356 OPEN & CLOSED

Second Place

1962 356 Twin Grill Super 90 Roadster
Paul & Sherrill Colony

PORSCHE - 356 OPEN & CLOSED

Third Place

1964 Porsche 356
Andreas Reiff

CLASS E2

PORSCHE - 911 & 912 THRU 1973 OPEN & CLOSED

First Place

1969 Porsche 911E
Bradley Baldwin

PORSCHE - 911 & 912 THRU 1973 OPEN & CLOSED

Second Place

1973 Porsche 911 Targa
Thomas Walper

PORSCHE - 911 & 912 THRU 1973 OPEN & CLOSED

Third Place

1968 Porsche 912 Coupe
Stephen Russell

CLASS E3

PORSCHE - 911 & 912 THRU 1998 OPEN & CLOSED

First Place

1987 Porsche 911 Turbo
Charles Jung

PORSCHE - 911 & 912 THRU 1998 OPEN & CLOSED

Second Place

1986 Porsche 930 Turbo
Thomas Walper



2018 WINNERS

PORSCHE - 911 & 912 THRU 1998 OPEN & CLOSED

Third Place

1989 Porsche 911 Carrera 3.2 Coupe

Matt Stone

CLASS F1

AMERICAN LUXURY OPEN 1947-1964

First Place

1964 Lincoln Continental Convertible

Jim Ayres

AMERICAN LUXURY OPEN 1947-1964

Second Place

1957 Chrysler 300C

Ken Brody

AMERICAN LUXURY OPEN 1947-1964

Third Place

1957 Cadillac Eldorado Biarritz Convertible

Richard Davis

CLASS F2

AMERICAN LUXURY CLOSED 1947-1964

First Place

1958 Ford Thunderbird

Anthony Maggio

AMERICAN LUXURY CLOSED 1947-1964

Second Place

1960 Lincoln Continental Formal Limosine

The Calumet Collection

AMERICAN LUXURY CLOSED 1947-1964

Third Place

1961 Ford Thunderbird Coupe

James Powers

CLASS G

EUROPEAN LUXURY 1947-1965

First Place

1965 Volvo P1800

Phillip Howard

EUROPEAN LUXURY 1947-1965

Second Place

1954 Rolls-Royce Silver Dawn

Bill & Michelle Cronkhite

EUROPEAN LUXURY 1947-1965

Third Place

1960 Facel Vega Facilla Convretible

Michael Canyon

CLASS I

AMERICAN POST WAR ORPHAN MARQUES

First Place

1960 Studebaker Lark VIII

Stanley Haveriland

AMERICAN POST WAR ORPHAN MARQUES

Second Place

1963 Studebaker Avanti R2 4 Speed

Frank Wenzel & Kent Vandenberg

AMERICAN POST WAR ORPHAN MARQUES

Third Place

1963 Studebaker Avanti Coupe

Kenneth Buchanan

CLASS J

JAPANESE SPORTS CARS 1946-1985

First Place

1972 Nissan Fairlady Z Type S

Joseph Rotz

JAPANESE SPORTS CARS 1946-1985

Second Place

1968 Toyota S800

Michael & Barbara Malamut

JAPANESE SPORTS CARS 1946-1985

Third Place

1985 Toyota Celica GT-S Convertible

Kenneth Woolcott

CLASS K

CHEVROLET TRI FIVE (1955-1957)

First Place

1955 Chevrolet Bel Air

Charlie Randolph

CHEVROLET TRI FIVE (1955-1957)

Second Place

1957 Chevrolet Bel Air Convertible

Jack Jones

CHEVROLET TRI FIVE (1955-1957)

Third Place

1957 Chevrolet Bel Air Convertible

James Conrad

CLASS L

LAMBORGHINI

First Place

1969 Lamborghini Islero S

David Young

LAMBORGHINI

Second Place

2008 Lamborghini Murcielago

Doug Greene



2018 WINNERS

LAMBORGHINI

Third Place

1969 Lamborghini Espada

Mike Trivich

CLASS M1

MERCEDES BENZ 300SL ROADSTERS AND GULLWINGS

First Place

1957 Mercedes Benz 300SL Coupe

Bob & Judy Green

MERCEDES BENZ 300SL ROADSTERS AND GULLWINGS

Second Place

1957 Mercedes Benz 300SL Gullwing

Thomas Burniston

MERCEDES BENZ 300SL ROADSTERS AND GULLWINGS

Third Place

1957 Mercedes Benz 300SL Roadster

Jeff Wu

CLASS M2

MERCEDES BENZ 190SL AND PAGODA

First Place

1964 Mercedes Benz 230SL Roadster

Roger & Susan Rousset

MERCEDES BENZ 190SL AND PAGODA

Second Place

1969 Mercedes Benz 280SL Roadster

Jeff Wu

MERCEDES BENZ 190SL AND PAGODA

Third Place

Roger & Susan Rousset

CLASS M3

MERCEDES BENZ POST WAR THRU 1975 LUXURY

First Place

1961 Mercedes Benz 300 Model Sedan

Barry Sohnen

MERCEDES BENZ POST WAR THRU 1975 LUXURY

Second Place

1965 Mercedes Benz 220SE Cabriolet

Roger & Susan Rousset

MERCEDES BENZ POST WAR THRU 1975 LUXURY

Third Place

1953 Mercedes Benz 220A

Gust Nelson

CLASS N1

AMERICAN BIG BLOCK MUSCLE CARS 1962-1972 GM

Third Place

1969 Chevrolet Chevelle SS 396

Delco Hagen

AMERICAN BIG BLOCK MUSCLE CARS 1962-1972 GM

First Place

1967 Chevrolet Chevelle SS 396

Tim Munyer

AMERICAN BIG BLOCK MUSCLE CARS 1962-1972 GM

Second Place

1969 Chevrolet Chevelle SS 396

Delco Hagen

CLASS N2

AMERICAN BIG BLOCK MUSCLE CARS 1962-1972 NON GM

First Place

1968 Shelby GT500

Christopher Sullivan

AMERICAN BIG BLOCK MUSCLE CARS 1962-1972 NON GM

Second Place

1969 Mercury Cougar

Dann Allen

AMERICAN BIG BLOCK MUSCLE CARS 1962-1972 NON GM

Third Place

1968 Dodge Challenger

Jack Thomas

CLASS N3

PONY CARS - FORD MUSTANG

First Place

1966 Ford Mustang GT Convertible

Kenneth Woolcott

PONY CARS - FORD MUSTANG

Second Place

1965 Ford Mustang GT Convertible

Clyde Widrig

PONY CARS - FORD MUSTANG

Third Place

1966 Ford Shelby Mustang GT 350

Margaret Alley

CLASS N4

PONY CARS - VARIOUS MANUFACTURER

First Place

1970 Dodge Challenger T/A

Tom Gipe

PONY CARS - VARIOUS MANUFACTURER

Second Place

1969 Chevrolet Camaro

Jim Mikkelsen

PONY CARS - VARIOUS MANUFACTURER

Third Place

1968 American Motors AMX

Mark Melvin



2018 WINNERS

CLASS O

ITALIAN SPORTS CARS - 1946-1974

FIRST PLACE

1947 Alfa Romeo 6C 2500SS

George Alspaugh

ITALIAN SPORTS CARS - 1946-1974

Second Place

1973 DeTomaso Pantera

Buddy Pepp

ITALIAN SPORTS CARS - 1946-1974

Third Place

1963 Alfa Romeo

Arthur Russell

CLASS P

STATION WAGONS - 1946-1972

First Place

1959 Chevrolet Parkwood Station Wagon

Kenneth Zander

STATION WAGONS - 1946-1972

Second Place

1970 Buick Estate Wagon

Brad Prescott

STATION WAGONS - 1946-1972

Third Place

1967 Ford Country Squire

Michael Klyde

CLASS Q

CORVETTE THRU 1967

First Place

1963 Chevrolet Corvette Split Window Coupe

Mike Vietro

CORVETTE THRU 1967

Second Place

1955 Chevrolet Corvette

Deanna & Chris Roth

CORVETTE THRU 1967

Third Place

1963 Chevrolet Corvette Split Window Coupe

Dennis Pagliano

CLASS R1

FERRARI - 12 CYLINDER CARS THRU 1990

First Place

1966 Ferrari 275 GTS

Vance Shapley

FERRARI - 12 CYLINDER CARS THRU 1990

Second Place

1963 Ferrari 400 Super America

Donnie Crevier

FERRARI - 12 CYLINDER CARS THRU 1990

Third Place

1965 Ferrari 275 GTB

Don & Carol Murray

CLASS R2

FERRARI - 8 CYLINDER CARS THRU 1999

First Place

1998 Ferrari 355 F1 Berlinetta

Peter Riley

FERRARI - 8 CYLINDER CARS THRU 1999

Second Place

1982 Ferrari 308 GTSI

Jim Hunter

FERRARI - 8 CYLINDER CARS THRU 1999

Third Place

1985 Ferrari 308 GTB-QV

Joey Brauer

CLASS R3

FERRARI DINO THRU 1980

First Place

1974 Ferrari Dino 246 GTS

Ian Wayne

FERRARI DINO THRU 1980

Second Place

1972 Ferrari Dino 246GT

Akram & Rana Awad

CLASS S1

JAGUAR XKE THRU 1969

First Place

1961 Jaguar XKE Roadster - Outside Bonnet Latch

Tom Krefetz

JAGUAR XKE THRU 1969

Second Place

1968 Jaguar XKE Coupe

Frank Tillman

JAGUAR XKE THRU 1969

Third Place

1962 Jaguar XKE Coupe

Roy Chiarot



2018 WINNERS

CLASS S2

JAGUAR XK120

Third Place

1951 Jaguar
Arthur Lacerte

JAGUAR XK120

First Place

1963 Jaguar XKE Roadster
Robert & Virginia Huntington

JAGUAR XK120

Second Place

1953 Jaguar XK120 Fixed Head Coupe
David Walmsley

CLASS U1

BRITISH SPORTS CARS - 1946 THRU 1975

First Place

1964 Triumph Spitfire
Barry Connally

BRITISH SPORTS CARS - 1946 THRU 1975

Second Place

1938 MG Tickford Drop Head
Bob & Donna Hanselman

BRITISH SPORTS CARS - 1946 THRU 1975

Third Place

1967 Aston Martin DB6 Saloon
Tony & Laureen Hart

CLASS U2

MORGAN

First Place

1952 Morgan Plus 4 Drophead Coupe
Larry Guzin

MORGAN

Second Place

1962 Morgan 4 Passenger Roadster
Michael Hattem

MORGAN

Third Place

1967 Morgan SuperSport 4
Dennis Glavis

CLASS V

VOLKSWAGEN THRU 1974

First Place

1953 Volkswagen Beetle
Karl Schuler

VOLKSWAGEN THRU 1974

Second Place

1962 Volkswagen Bug
Nancy Kyllingstad

VOLKSWAGEN THRU 1974

Third Place

1963 Volkswagen 23 Window Delux Micobus
Billy Davila

CLASS W

WOODIES THRU 1974

First Place

1948 Chrysler Town & Country Convertible
Suzanne & Tom Tomkins

WOODIES THRU 1974

Second Place

1948 Oldsmobile Model 66 Delux
Lisa and Daniel Jobe

WOODIES THRU 1974

Third Place

1942 Ford Super Delux Station Wagon
Brad Owen

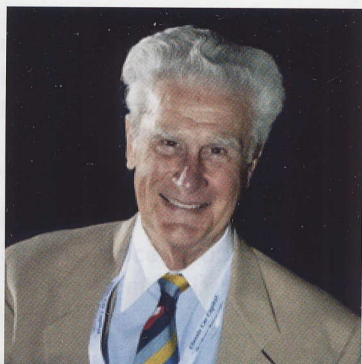
CLASS Y

BANTAM & AMERICAN AUSTIN

First Place

1932 American Austin Panal Truck
John Larson

IN MEMORIAM



BEN REILING – CO-FOUNDER

Bernard (Ben) Albert Reiling Jr. passed away suddenly and unexpectedly at his long-time Pasadena home on January 23, 2019. He was 77 years old. Ben was born on August 3, 1941 in Glendale, CA to Helen & Bernard Reiling Sr. He was raised in Altadena and attended St. Elizabeth Parish School, Elliot Junior High and John Muir High School, graduating in 1959. Ben was an entirely self-made man. His hard work, perseverance and integrity would be common threads throughout his life. He started with a paper route at the age of 8, later working in his father's gas station after school and on weekends. It was on a Saturday morning in 1959, when Ben went to pick up Judy's mom's car for service, that Judy and Ben met as then 15 and 16 year olds. Ben enlisted in the Navy and began active duty shortly after high school while Judy finished high school and then went on to USC. Ben was stationed in the South Pacific where he worked on the Pacific missile range. After completing his overseas work, Ben was stationed in Oakland, CA where he attended UC Berkeley in the evenings. After completing his service, Ben returned to Los Angeles and Judy. Ben and Judy were married shortly thereafter (at Westminster Church) in 1965. Ben enrolled at Cal State LA with a full course load while working a 40 hour week at the family gas station. Ben graduated with a BS in Finance in 1965

and began working for R.A. Rowan Company in Los Angeles, specializing in industrial real estate. Early on, Ben developed a strong relationship with Julius (Julie) Zelman of Zelman Development Co. In 1973, Ben joined Zelman Development Co. as a junior partner. The company continued to grow and prosper and in 1985 Julie Zelman retired and Ben became the owner of Zelman Development Co. Under Ben's leadership the company expanded into industrial, office, retail and self-storage development. During his 50-year career, Ben Reiling developed and/or acquired over 10 million square feet of commercial properties in dozens of locations in California, Washington, Colorado, Florida and Oregon. Notable local projects developed under Ben's leadership include Burbank Empire Center, Encinitas Ranch Town Center, and Moorpark Marketplace, as well as many others. Ben retired from Zelman Development Co. in 2015. Ben's unique legacy in the Southern California real estate community is due more to his integrity, character and optimism than his considerable success. He was a partner, friend and mentor to many. He has been a frequent speaker at the USC Marshall School of Business and was also the only developer recognized by the Society of Industrial and Office Realtors with the prestigious Roy Seeley award, given by the Los Angeles Chapter of SIOR for high integrity and ethics in the real estate community. Philanthropy is a thread that has run deep with Ben and Judy. In addition to establishing the Reiling Family Foundation which annually supports many worthwhile charities, Ben was also an active Board member, often Chairman, of many local nonprofits including: Hillside Home for Children, Youth Moving On (Hillside), Boy Scouts of America, the San Marino Motor Classic (of which he is a co-founder) benefitting the Pasadena Humane Society and the California Highway Patrol 11-99 Foundation. Ben has been recognized with numerous awards for his leadership and service, including the Angel Award (Hillside) and the Champions of Scouting Award (Boy Scouts). Ben's son, Mike, is an Eagle Scout and Ben was Scoutmaster of Mike's troop for many years. Following in his dad's footsteps, Mike is currently the Scoutmaster of troop 355 with his sons, Jeffrey and Matthew. Ben's passions outside of real estate included his cars, his home and his family. With his first Ford T-bucket came the saying he embraced: "He who dies with the most toys wins." Car collecting, restoring and racing became a passion of Ben's. He was very involved with the Peterson Automotive Museum and his passions included racing at Willow Springs and the Bonneville salt flats. He hosted many events at his car warehouse and enjoyed sharing the details of his collection with one and all. Above all, Ben was a family man. He was an extremely devoted and loving husband, father and grandfather. He never missed a kids' game and made family his top priority. Ben loved animals and was always rescuing an abandoned kitten or injured bird or squirrel. Ben instilled a dedication to fitness in his children, running for years with his daughter, Carolee, and his running group at the LA Athletic Club. Ben loved to travel with his family all over Europe and Asia and he went on many adventures with Judy, including Russia and the Czech Republic. Ben is survived by his loving wife of 53 years, Judy, children Carolee, Michael (Kerry) and grandchildren Jeffrey, Matthew, Ella and Lily.



MIKE PORTO – ASSISTANT CHIEF JUDGE

Michael A. Porto 67, of Pasadena and Rancho Mirage, passed away peacefully but unexpectedly at home on Tuesday afternoon, March 12, 2019. He was born on December 4, 1951 in Los Angeles beloved son of the late Albert L. and Angelina Chiesa Porto Sr. formerly of New Haven, CT. His mother was Assistant Administrator, Nursing Services, at San Gabriel Valley Medical Center and his father founded and operated the Albert L. Porto & Son Funeral Homes located in New Haven, Hamden and West Haven, CT. Before retiring to San Gabriel, Mike grew up in his beloved San Gabriel and attended San Gabriel High School. He worked at Duqal Trucking Co. in Vernon earning his way through college at California State Polytechnic University - Pomona where he received his Bachelor of Science in Architecture in 1975 and later his Masters in Urban Planning. After working as a planner for the City of Irvine, in 1985 he co-founded Stephenson, Porto and Pierce (SP2) with partners John Stephenson and William Pierce, where he served as principal planner. Mike was highly respected as a contract planner for the California cities of Los Altos Hills, Hercules, Danville, Brentwood, Livermore and Culver City. He served as primary contract planner for the City of Dublin from 1996 to 2016, and then the cities of Burbank and Hayward to present. Mike was an avid lover of

architecture and design. His professional licenses, registrations and affiliations included American Planning Association, National Trust for Historic Preservation, Pasadena Heritage and Palm Spring Modernism Committee. Mike was also an avid enthusiast and collector of classic automobiles and well-known for his deep knowledge and attention to detail. He served on the National Board of Directors of Packards International for 20 years. He was a member of Great Autos of Yesteryear and served as its treasurer, membership director, vice-president and president. He was also active in the Lincoln Continental Owners Club; Cadillac-LaSalle Club, National DeSoto Club, Southern California Imperial Owners Club, Antique Automobile Club of America, and Classic Car Club of America where he served as a Director for the Southern California Region. Mike's expertise was acknowledged in his service as Assistant Chief Judge for the San Marino Motor Classic. His knowledge has often been described as "encyclopedic and experienced in all facets of the hobby." His passions also included his treasured dogs, having raised four Scottish Terriers, two of which survive him, Hedy and Holden. Personally and professionally, Mike was a trusted friend, mentor and humanitarian; beloved brother, uncle, great-uncle, great-great-uncle, cousin, and partner. He is survived by his life partner of 31 years, Gary Carr of Pasadena; sister Anne Marie Porto Delucia, niece Joann Delucia and nephews Clement L. (Linda) Delucia all of Hamden, CT. and Albert M. (Maria) Delucia of North Haven, CT.; grandnephew, grandnieces and their children.

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2019 ENTRANTS

CLASS A: BRASS & NICKEL ERA CARS

| | | Class | Year | Make | Model | Judged |
|------------------------|-------------------|-------|------|--------------|----------------------|--------|
| John Adamick | Burbank, CA | A | 1904 | Franklin | | Y |
| Tom Gunther | Gardena, CA | A | 1907 | Buick | Model F Touring | N |
| Red & Laurie Ladner | Azusa, CA | A | 1908 | Sears | High Wheeler | Y |
| Warren Record | El Monte, CA | A | 1909 | Packard | | N |
| Joe & Janice Conzonire | San Marino, CA | A | 1910 | Thomas Flyer | Model M 6-40 Touring | Y |
| Shawna Burch | Pasadena, CA | A | 1912 | Ford | Model T Touring Car | Y |
| Paul Gould | Pawling, NY | A | 1912 | Mercer | Type 35-C Runabout | Y |
| Robb Stewart | Santa Clarita, CA | A | 1912 | EMF | 30 Roadster | N |
| Robert Scott | Pasadena, CA | A | 1913 | Buick | Model 40 Touring | Y |

CLASS B: PRESERVATION CARS

| | | | | | | |
|------------------------|----------------------|---|------|---------------|----------------|---|
| Steve & Susan Babinsky | Lebabon, NJ | B | 1932 | Stutz | DV-32 | Y |
| Ivan Pang | Los Angeles, CA | B | 1953 | Volkswagen | Beetle | Y |
| Stanley Zimmerman | El Seguno, CA | B | 1956 | Cadillac | Coupe de Ville | Y |
| Bill Scheffler | Palm Springs, CA | B | 1959 | Mercedes-Benz | 220S | Y |
| Paul Lipscomb | Huntington Beach, CA | B | 1970 | Plymouth | Superbird | Y |
| David Carter | Tarzana, CA | B | 1972 | Panther | J72 | Y |
| Douglas Vura | Riverside, CA | B | 1973 | Plymouth | Duster 340 | Y |
| Michael Grassi | Rancho La Costa, CA | B | 1983 | Datsun | 280ZX Coupe | Y |
| Stuart Walpert | San Gabriel, CA | B | 1984 | Zimmer | Golden Spirit | Y |

CLASS C-1: CCCA AMERICAN OPEN

| | | | | | | |
|---------------------------|--------------------|-----|------|--------------|------------------------------|---|
| Shelia & John Gibson | Washougal, WA | C-1 | 1927 | Stutz | Blackhawk | Y |
| Shelia & John Gibson | Washougal, WA | C-1 | 1928 | Stutz | Blackhawk | Y |
| Frederick Lax | Malibu, CA | C-1 | 1930 | Cadillac | V16 452 Roadster | Y |
| Academy of Art University | San Francisco, CA | C-1 | 1930 | Duesenberg | Model J Convertible Sedan | Y |
| Lloyd Cranford | Punta Gorda, FL | C-1 | 1933 | Auburn | 12 Cylinder 165-A Cabriolet | Y |
| John Groendyke | Enid, OK | C-1 | 1934 | Cadillac | V16 Convertible Victoria | Y |
| Sandy & Ron Hansen | Valencia, CA | C-1 | 1936 | Auburn | 852 Custom Phaeton | Y |
| Lehrman Collection | Palm Beach, FL | C-1 | 1936 | Pierce-Arrow | Model 1602 Convertible Coupe | Y |
| Gary Wales | Woodland Hills, CA | C-1 | 1938 | Buick | Y-job | N |
| Terry Kaplan | Northridge, CA | C-1 | 1941 | Cadillac | Series 62 Convertible Sedan | Y |
| Kevin Symons | Foothill Ranch, CA | C-1 | 1947 | Cadillac | Series 62 Convertible | N |

CLASS C-1-1: CCCA AMERICAN OPEN - PACKARD

| | | | | | | |
|-----------------|-------------------------|-------|------|---------|---------------------------------------|---|
| Dana Graham | Rancho Palos Verdes, CA | C-1-P | 1929 | Packard | 645 Dual Cowl Phaeton | N |
| David Billett | Glendale, CA | C-1-P | 1930 | Packard | Series 745 Dual Cowl Phaeton | N |
| Thomas Scheil | Mission Viejo, CA | C-1-P | 1934 | Packard | Standard 8 Series 1101 Phaeton | Y |
| Gary Severns | Long Beach, CA | C-1-P | 1934 | Packard | Series 1101 Roadster | Y |
| Orin Kerr | San Marino, CA | C-1-P | 1935 | Packard | Series 1207 | N |
| Earl Rubenstein | Los Angeles, CA | C-1-P | 1935 | Packard | Series 1204 Dual Cowl Phaeton | N |
| Andy Spilkoman | Sherman Oaks, CA | C-1-P | 1935 | Packard | Series 1201 | N |
| Paul Whitney | Westlake Village, CA | C-1-P | 1936 | Packard | Series 1404 Super 8 Convertible Coupe | Y |

CLASS C-2: CCCA AMERICAN CLOSED

| | | | | | | |
|-----------------|----------------------|-----|------|------------|---------------------------|---|
| Jim Crabtree | Hacienda Heights, CA | C-2 | 1929 | Cadillac | 341B | N |
| Larry Nannini | Pine Grove, CA | C-2 | 1933 | Chrysler | Imperial CL Lebaron CC | Y |
| Steve Snyder | Fullerton, CA | C-2 | 1934 | Duesenberg | Model J Rolliston Berline | Y |
| Ron Verschoor | Beverly Hills, CA | C-2 | 1935 | Packard | Series 1207 Limousine | N |
| Malcolm Royalty | Pasadena, CA | C-2 | 1937 | Cadillac | Series 7037 Sports Coupe | N |
| Peter Hartmann | Poulden, AZ | C-2 | 1938 | Packard | V12 Sedan | N |



2019 ENTRANTS

| | | Class | Year | Make | Model | Judged |
|---------------------------|-------------------|-------|------|----------|--------------------------------|--------|
| Roger Morrison | Glendale, CA | C-2 | 1939 | Packard | 1708 Seven Passenger Limousine | Y |
| Robert & Gege Escalante | Santa Ana, CA | C-2 | 1940 | Packard | 120 Touring Sedan | N |
| Paul Ginsburg | Rolling Hills, CA | C-2 | 1941 | Cadillac | Fleetwood 60 Special | N |
| Arthur Kahn | Beverly Hills, CA | C-2 | 1941 | Cadillac | 60 Special | Y |
| Academy of Art University | San Francisco, CA | C-2 | 1941 | Cadillac | Series 60S Imperial Show Car | Y |
| Ken Blackman | Thousand Oaks, CA | C-2 | 1946 | Lincoln | Continental | N |

CLASS C-3: CCCA EUROPEAN OPEN & CLOSED AMERICAN

| | | | | | | |
|----------------------|-------------------|-----|------|-------------|--|---|
| Richard Atwell | Fredricksberg, TX | C-3 | 1924 | Rolls-Royce | Silver Ghost - Riviera Town Car | Y |
| Patrick & Eva Maurer | Pasadena, CA | C-3 | 1928 | Rolls-Royce | Springfield Phantom I Pall Mall Tourer | N |
| Anthony Raynor | Claremont, CA | C-3 | 1936 | Singer | Le Mans | Y |
| Mark Hyman | St. Louis, MO | C-3 | 1938 | Peugeot | 402 Darl'mat Special Sport Roadster | Y |
| Don Williams | Danville, CA | C-3 | 1947 | Delehay | Body by Chaprone | Y |

CLASS D: PRE WWII AMERICAN MANUFACTURE (NON CCCA)

| | | | | | | |
|----------------|--------------------|---|------|-----------|--------------------------|---|
| Frank Jamison | San Marino, CA | D | 1929 | Ford | Model A Roadster Pick-Up | Y |
| Steve McNall | La Verne, CA | D | 1929 | Ford | Model A Pick Up | N |
| Tony Catroppa | Seal Beach, CA | D | 1930 | Ford | Rumble Seat Coupe | Y |
| Karen Hallsman | Altadena, CA | D | 1936 | Packard | 120 Touring Sedan | Y |
| Dana Newquist | Santa Barbara, CA | D | 1936 | Hupmobile | Aerodynamic Coupe | Y |
| Kent Ross | South Pasadena, CA | D | 1936 | Chevrolet | Coupe | Y |
| Joel Shapiro | Toluca Lake, CA | D | 1937 | Packard | 120C Delux | Y |
| Richard Luna | Wilmington, CA | D | 1938 | Buick | Century Series 60C | Y |

CLASS DLC: DAVID LEE PRIVATE COLLECTION

| | | | | | | |
|-----------|----------------------|-----|------|---------|---------------|---|
| David Lee | City of Industry, CA | DLC | 1973 | Ferrari | Monza 3.6 Evo | N |
| David Lee | City of Industry, CA | DLC | 1985 | Ferrari | 288 GTO | N |
| David Lee | City of Industry, CA | DLC | 1990 | Ferrari | F40 | N |
| David Lee | City of Industry, CA | DLC | 1995 | Ferrari | F50 | N |
| David Lee | City of Industry, CA | DLC | 2003 | Ferrari | Enzo | N |
| David Lee | City of Industry, CA | DLC | 2015 | Ferrari | La Ferrari | N |

CLASS E-1: PORSCHE 356 OPEN & CLOSED

| | | | | | | |
|-------------------|-------------------|-----|------|---------|-----------------|---|
| Stephen Hoskins | Altadena, CA | E-1 | 1956 | Porsche | 356 A Speedster | Y |
| John Gormly | Newport Beach, CA | E-1 | 1958 | Porsche | 356 | Y |
| Mark Leonard | La Jolla, CA | E-1 | 1959 | Porsche | 356A | Y |
| Mark Henzel | Pasadena, CA | E-1 | 1960 | Porsche | 356B | Y |
| William Clevenger | San Pedro, CA | E-1 | 1963 | Porsche | T6 Super 90 | Y |
| Buddy Pepp | Beverly Hills, CA | E-1 | 1964 | Porsche | 356 Coupe | Y |

CLASS E-2: PORSCHE 911 THRU 1973 OPEN & CLOSED

| | | | | | | |
|-----------------------|----------------------|-----|------|---------|------------------------|---|
| Brad Ducoing | Newport Beach, CA | E-2 | 1965 | Porsche | 911 Coupe | N |
| Joseph & Shella Salvo | Newport Beach, CA | E-2 | 1967 | Porsche | 911S Soft Window Targa | Y |
| Benjamin Shahrabani | Venice, CA | E-2 | 1967 | Porche | 911S | Y |
| Stephen Russell | Whittier, CA | E-2 | 1968 | Porsche | 912 Coupe | Y |
| Bradley Baldwin | Los Angeles, CA | E-2 | 1969 | Porsche | 911S | Y |
| Alec & Cynthia Ingle | Altadena, CA | E-2 | 1969 | Porsche | 912 Targa | N |
| David Buhain | Los Angeles, CA | E-2 | 1971 | Porsche | 911 | N |
| Rick Principe | Westlake Village, CA | E-2 | 1973 | Porsche | 911 RS | Y |
| Larry Thomas | Newbury Park, CA | E-2 | 1973 | Porche | 911S | Y |
| Linda & David Yerzley | Burbank, CA | E-2 | 1973 | Porsche | 911S | Y |



2019 ENTRANTS

CLASS E-2: PORSCHE 911 1974-1989 OPEN & CLOSED

| | | Class | Year | Make | Model | Judged |
|-------------------------|-----------------|-------|------|---------|------------------------------|--------|
| Mike & Barbara | Malamut, CA | E-3 | 1974 | Porsche | Porsche Euro Spec Carrera | Y |
| Stephen & Evelyn Rappel | San Marino, CA | E-3 | 1976 | Porsche | 911 Targa S | Y |
| Jorge Perez | Los Angeles, CA | E-3 | 1977 | Porsche | 930 Turbo | Y |
| Stephen & Evelyn Rappel | San Marino, CA | E-3 | 1979 | Porsche | 930 Turbo | Y |
| David Samkow | Burbank, CA | E-3 | 1979 | Porsche | 930 Turbo Carrera | N |
| Chuck Barton | Long Beach, CA | E-3 | 1984 | Porsche | 930 | Y |
| Andrew Kahn | La Canada, CA | E-3 | 1987 | Porsche | 930 | Y |
| Chris Marchack | Pasadena, CA | E-3 | 1989 | Porsche | 911 Spedster | Y |
| Norm Offstein | Covina, CA | E-3 | 1989 | Porsche | 911 Coupe | N |
| Robert Bauer | Altadena, CA | E-3 | 1998 | Porsche | 911 Carrera Targa | Y |
| Paul Maurin | Pasadena, CA | E-3 | 2014 | Porsche | 911 50th Anniversary Edition | N |

CLASS F-1: AMERICAN LUXURY OPEN 1947-1974

| | | Class | Year | Make | Model | Judged |
|---------------------------|--------------------|-------|------|-------------|-------------------------|--------|
| George Braunstein | Los Angeles, CA | F-1 | 1949 | Cadillac | Series 62 Convertible | Y |
| Robert Randolph III | Torrance, CA | F-1 | 1953 | Cadillac | Eldorado | Y |
| Bruce Spangrud | Las Vegas, NV | F-1 | 1954 | Packard | Caribbean Convertible | Y |
| Ray & Bonnie Kinney | Dallas, TX | F-1 | 1954 | Buick | Skylark | Y |
| Michael Ten | South Pasadena, CA | F-1 | 1955 | Chrysler | Imperial Newport | Y |
| William Kinstle | Rancho Mirage, CA | F-1 | 1956 | Continental | Mark I | N |
| Jim Davidson | Encino, CA | F-1 | 1956 | Lincoln | Premiere Convertible | Y |
| Dieter & Patricia Balough | Woodland Hills, CA | F-1 | 1958 | Continental | Mark III | Y |
| Harlen Irvine | San Gabriel, CA | F-1 | 1960 | Cadillac | Series 62 | N |
| Jim Ayres | Costa Mesa, CA | F-1 | 1964 | Lincoln | Continental | N |
| Elayne Bendel | Mission Viejo, CA | F-1 | 1964 | Lincoln | Continental | Y |
| Rich Berry | Altadena, CA | F-1 | 1964 | Lincoln | Continental Convertible | Y |
| Harold Tennen | Los Angeles, CA | F-1 | 1965 | Lincoln | Continental Convertible | N |
| Glenn Gordon | Altadena, CA | F-1 | 1966 | Lincoln | Continental Convertible | Y |

CLASS F-2: AMERICAN LUXURY CLOSED 1947-1974

| | | Class | Year | Make | Model | Judged |
|------------------------------|-------------------------|-------|------|------------|---------------------------|--------|
| Larry Wehrle | Pasadena, CA | F-2 | 1950 | Pontiac | Chieftain Coupe | Y |
| Art Cragnotti | Glendale, CA | F-2 | 1956 | Mercury | Montclair | Y |
| Mark Moccia | Wildomar, CA | F-2 | 1956 | Packard | 400 | Y |
| Arthur Rosen | Orange, CA | F-2 | 1957 | Imperial | Crown Southampton | Y |
| Tony & Laureen Hart | Moorpark, CA | F-2 | 1959 | Cadillac | Eldorado Seville | Y |
| Alex Kwechansky | Los Angeles, CA | F-2 | 1959 | Oldsmobile | 98 4 Door Hardtop | N |
| Hiram Bond & Paul Marcelino | Rancho Palos Verdes, CA | F-2 | 1959 | Cadillac | Seville | N |
| Jay Davenport | Alhambra, CA | F-2 | 1961 | Cadillac | Sedan de Ville Six Window | N |
| Central Coasting Auto Stable | Paso Robles, CA | F-2 | 1961 | Ghia | L 6.4 | Y |
| Dan Gregg | Santa Clarita, CA | F-2 | 1964 | Buick | Riviera | Y |
| James Powers | South Pasadena, CA | F-2 | 1972 | Lincoln | Continental Mark IV | Y |

CLASS F-3: MID CENTURY 1955-1965

| | | Class | Year | Make | Model | Judged |
|------------------|-------------------|-------|------|-----------|------------------------|--------|
| Patrick McCarthy | Moreno Valley, CA | F-3 | 1955 | Chevrolet | Bel Air 2 Door Hardtop | Y |
| Jim Stewart | Newport Beach, CA | F-3 | 1955 | Chevrolet | Bel Air Convertible | N |
| James Conrad | Encinitas, CA | F-3 | 1957 | Chevrolet | Bel-Air Convertible | Y |
| Len Yerkes | Brea, CA | F-3 | 1957 | Chevrolet | Bel-Air Coupe | Y |
| Cesar Lozano | Downey, CA | F-3 | 1959 | Chevrolet | Impala Convertible | Y |
| Karl Bangar | Los Angeles, CA | F-3 | 1960 | Ford | Starliner | Y |
| Cesar Lozano | Downey, CA | F-3 | 1963 | Chevrolet | Impala Convertible | Y |

2019 ENTRANTS

| | | Class | Year | Make | Model | Judged |
|---|-------------------------|-------|------|-------------|----------------------------------|--------|
| CLASS G-1: EUROPEAN LUXURY 1947-1965 | | | | | | |
| Joel Shapiro | Toluca Lake, CA | G-1 | 1953 | Bentley | R Type Mulliner Saloon | Y |
| Collector Car Vault | Santa Paula, CA | G-1 | 1960 | Bentley | Continental Flying Spur | Y |
| Allen & Olga Quale | Valencia, CA | G-1 | 1961 | Jaguar | MKII | Y |
| Michael Siganoff | Yorba Linda, CA | G-1 | 1961 | Rolls-Royce | Silver Cloud II | N |
| Dana Shatts | Torrance, CA | G-1 | 1963 | Facel Vega | Facel III | Y |
| Michael Casey | San Marino, CA | G-1 | 1964 | Rolls-Royce | Silver Cloud III | N |
| Paul Marcelino & Hiram Bond | Rancho Palos Verdes, CA | G-1 | 1965 | Rolls-Royce | Silver Cloud III Drop Head Coupe | N |
| Kenneth Woolcott | Seattle, WA | G-1 | 2009 | Bentley | Azure T | Y |
| Michael Casey | San Marino, CA | G-1 | 2016 | Bentley | Mulsanne | N |

CLASS G-2: CITROEN 100 YEAR ANNIVERSARY

| | | | | | | |
|----------------------|-------------------|-----|------|---------|-------------------------|---|
| Hema Ratnayake | Azusa, CA | G-2 | 1922 | Citroen | 5CV Trefle "Cloverleaf" | N |
| Rodney Pick | San Clemente, CA | G-2 | 1954 | Citroen | Traction Avant | N |
| Timothy Broers | San Jose, CA | G-2 | 1962 | Citroen | 2CV Model AZLP | N |
| Peter & Merle Mullin | Oxnard, CA | G-2 | 1963 | Citroen | DS19 Dandy | Y |
| Chuck Forward | Altadena, CA | G-2 | 1967 | Citroen | DS 21 Pallas | Y |
| Dennis Duesing | Meadow Vista, CA | G-2 | 1969 | Citroen | Break | Y |
| Raphael Bertolus | Studio City, CA | G-2 | 1971 | Citroen | 2CV AK250 Fourgonette | Y |
| Michael Martin | Solana Beach, CA | G-2 | 1972 | Citroen | D Special | N |
| Stewart & Nancy Reed | Pasadena, CA | G-2 | 1972 | Citroen | SM | Y |
| Bill Lundby | Laguna Niguel, CA | G-2 | 1973 | Citroen | SM | Y |
| Jon Eisen | Glendale, CA | G-2 | 1981 | Citroen | LNA | N |

CLASS H: EXOTIC SUPER CARS

| | | | | | | |
|---------------|----------------------|---|------|---------|---------------|---|
| David Anders | Hesperia, CA | H | 1966 | Ford | GT40 | N |
| Kerim Oltan | San Marino, CA | H | 1982 | Renault | 5 Turbo | N |
| David Buhain | Los Angeles, CA | H | 1995 | Porsche | 993 RS CS | N |
| Bill Stahlman | La Verne, CA | H | 2005 | Porsche | 997 Carrera S | N |
| Brett Sokolow | Westlake Village, CA | H | 2006 | Spyker | C8 Spyder | N |
| Albert Salvo | Arcadia, CA | H | 2018 | Porsche | GT2 RS | Y |

CLASS I: AMERICAN POST WAR ORPHAN MARQUES

| | | | | | | |
|-------------------------|-------------------|---|------|---------------|--------------------------|---|
| Domenic Valentino | Glendora, CA | I | 1951 | International | Metro (Snap On Tool Van) | Y |
| Deanna & Chris Roth | Thousand Oaks, CA | I | 1952 | Woodill | Wildfire | Y |
| Phillip Jelinek | Anaheim, CA | I | 1953 | Kaiser | Traveler Deluxe | Y |
| Joel Shapiro | Toluca Lake, CA | I | 1954 | Hudson Jet | Jetliner | Y |
| George & Shirley Colvin | Valencia, CA | I | 1956 | Studebaker | Flight Hawk | Y |
| Rodney Byrd | Fraizer Park, CA | I | 1957 | Studebaker | Golden Hawk | Y |
| Ken Buchanan | Pasadena, CA | I | 1963 | Studebaker | Avanti | N |
| Michael Hostetler | Sherman Oaks, CA | I | 1963 | Studebaker | GT Hawk | Y |
| Stanley Haveriland | Los Angeles, CA | I | 1964 | Studebaker | Avanti | Y |
| Dan Scott | Murrieta, CA | I | 1974 | Studebaker | Avanti II | Y |
| Kent Sokolow | Pasadena, CA | I | 1974 | Kurtis | 500S | N |

CLASS L-1: LAMBORGHINI - 1963-1995

| | | | | | | |
|----------------------------------|-------------------|-----|------|-------------|----------------------|---|
| Laust Pedersen | Sun City, CA | L-1 | 1972 | Lamborghini | Espada S2 | N |
| Joe Tseng | San Marino, CA | L-1 | 1972 | Lamborghini | Jarama | Y |
| Chris Holl | Poway, CA | L-1 | 1975 | Lamborghini | Urraco P250 Type III | Y |
| Jim George Bobileff Motorcar Co. | San Diego, CA | L-1 | 1976 | Lamborghini | Countach Periscope | Y |
| Jason Russo | Pasadena, CA | L-1 | 1982 | Lamborghini | Countach | N |
| John Yardum | Sharmen Oaks, CA | L-1 | 1983 | Lamborghini | Jalpa | N |
| Chris Wong | Laguna Niguel, CA | L-1 | 1994 | Lamborghini | Diablo SE30 | Y |



2019 ENTRANTS

CLASS L-2: LAMBORGHINI - 2004-2014

| | | Class | Year | Make | Model | Judged |
|----------------|----------------------|-------|------|-------------|-------------------|--------|
| John Atwill | Gardena, CA | L-2 | 2006 | Lamborghini | Murcielago | Y |
| Melody Reid | Santa Clarita, CA | L-2 | 2006 | Lamborghini | Gallardo | Y |
| Douglas Greene | Corona Del Mar, CA | L-2 | 2008 | Lamborghini | Murcielago | Y |
| Allen Korneff | Huntington Beach, CA | L-2 | 2010 | Lamborghini | Mercilago | N |
| Gary Silvers | Los Angeles, CA | L-2 | 2011 | Lamborghini | Gallardo-Bicolore | N |

CLASS M-1: MERCEDES-BENZ 300 SL

| | | | | | | |
|--------------------|------------------|-----|------|---------------|----------------|---|
| R. Lee Brown | Reseda, CA | M-1 | 1954 | Mercedes-Benz | 300SL Gullwing | Y |
| Thomas Burniston | Long Beach, CA | M-1 | 1957 | Mercedes-Benz | 300SL Gullwing | Y |
| Tom & Linda Bau | Ladera Ranch, CA | M-1 | 1961 | Mercedes-Benz | 300SL Gullwing | Y |
| Don & Carol Murray | Azusa, CA | M-1 | 1962 | Mercedes-Benz | 300SL Roadster | Y |

CLASS M-2: MERCEDES-BENZ 190 SL

| | | | | | | |
|-----------------------|-------------------|-----|------|---------------|-------|---|
| R. Lee Brown | Reseda, CA | M-2 | 1955 | Mercedes-Benz | 190SL | Y |
| Bill Slemmons | Glendale, CA | M-2 | 1956 | Mercedes-Benz | 190SL | Y |
| Kent Wilson | San Marino, CA | M-2 | 1959 | Mercedes-Benz | 190SL | Y |
| Lothar Motschenbacher | Santa Ana, CA | M-2 | 1961 | Mercedes-Benz | 190SL | Y |
| Lothar Motschenbacher | Santa Ana, CA | M-2 | 1962 | Mercedes-Benz | 190SL | Y |
| Jeff Wu | Mission Viejo, CA | M-2 | 1963 | Mercedes-Benz | 190SL | Y |

CLASS M-3: MERCEDES-BENZ PAGODA

| | | | | | | |
|------------------|----------------------|-----|------|---------------|--------|---|
| Ray Lewis | Newport Beach, CA | M-3 | 1967 | Mercedes-Benz | 250SL | Y |
| Andrew Holmes | Venice, CA | M-3 | 1968 | Mercedes-Benz | 250SL | N |
| Stacy McCullough | San Gabriel, CA | M-3 | 1968 | Mercedes-Benz | 280 SL | Y |
| Kip Cypress | Huntington Beach, CA | M-3 | 1970 | Mercedes-Benz | 280SL | Y |
| Steve Hille | Downey, CA | M-3 | 1971 | Mercedes-Benz | 280SL | Y |

CLASS M-4: MERCEDES-BENZ POST WWII LUXURY THRU 1972

| | | | | | | |
|------------------|-------------------|-----|------|---------------|---------------------|---|
| David Pyle | Irvine, CA | M-4 | 1950 | Mercedes-Benz | 300C Station Wagon | Y |
| Richard Peterson | Torrance, CA | M-4 | 1959 | Mercedes-Benz | 220S | Y |
| Barry Sohnen | Los Angeles, CA | M-4 | 1961 | Mercedes-Benz | 300 Model D | Y |
| Faisal Haroon | Pasadena, CA | M-4 | 1966 | Mercedes-Benz | 300 Sedan | Y |
| Ralph Biase | Beverly Hills, CA | M-4 | 1970 | Mercedes-Benz | 280 SE 3.5 Coupe | N |
| Ralph Weiss | Topanga, CA | M-4 | 1971 | Mercedes-Benz | 280SE 3.5 Cabriolet | Y |

CLASS N-1: AMERICAN BIG BLOCK MUSCLE CARS - GM 1962-1972

| | | | | | | |
|---------------|--------------------|-----|------|-----------|---------------------|---|
| Tom Krefetz | Vista, CA | N-1 | 1961 | Chevrolet | Impala Super Sport | Y |
| Harry Nicks | Redlands, CA | N-1 | 1962 | Chevrolet | Impala Convertible | Y |
| David Sparks | Valley Village, CA | N-1 | 1966 | Chevrolet | Bel-Air Coupe | Y |
| Dan Bishop | Redlands, CA | N-1 | 1967 | Chevrolet | Camaro L78 Pace Car | Y |
| Robert Kenz | San Marino, CA | N-1 | 1967 | Pontiac | GTO | N |
| Keith Watkins | Inglewood, CA | N-1 | 1969 | Chevrolet | Chevelle SS396 | Y |
| Brad Sobel | Los Angeles, CA | N-1 | 1971 | Pontiac | Firebird | Y |

CLASS N-2: AMERICAN BIG BLOCK MUSCLE CARS - NON GM 1962-1972

| | | | | | | |
|--------------|---------------------|-----|------|----------------|----------------|---|
| Robert Lee | Woodland Hills, CA | N-2 | 1965 | Shelby | Cobra 427 S/C | Y |
| Stuart Suede | Alhambra, CA | N-2 | 1966 | Dodge | Charger | Y |
| Ward Gappa | Scottsdale, AZ | N-2 | 1968 | Dodge | Hemi Super Bee | Y |
| Christopher | Sullivan Venice, CA | N-2 | 1968 | Ford | Shelby GT 500 | N |
| Michael Ten | South Pasadena, CA | N-2 | 1968 | Dodge | Charger R/T | Y |
| Dann Allen | Manhattan Beach, CA | N-2 | 1969 | Mercury Cougar | Convertible | Y |



2019 ENTRANTS

| | | Class | Year | Make | Model | Judged |
|------------------|-------------------|-------|------|----------|-------------------------|--------|
| John Dykesten | Big Bear City, CA | N-2 | 1969 | Plymouth | Road Runner | Y |
| Jack Thomas | West Hills, CA | N-2 | 1970 | Dodge | Challenger R/T SE | Y |
| Diego Villagomez | Zapopan, CA | N-2 | 1970 | Dodge | Charger RT 440 Six Pack | Y |
| Kenneth Funk | Glendale, CA | N-2 | 1971 | Dodge | Charger RT | N |

CLASS N-3: PONY CARS - MUSTANG THRU 1973

| | | | | | | |
|------------------|-------------------|-----|------|------|---------------------------|---|
| Ronald Corradini | Newport Beach, CA | N-3 | 1965 | Ford | Shelby 350 GT Mustang | Y |
| Luis Espinosa | Arcadia, CA | N-3 | 1965 | Ford | Mustang Convertible Delux | Y |
| Clyde Widrig | Simi Valley, CA | N-3 | 1965 | Ford | Mustang | Y |
| Margaret Alley | Montebello, CA | N-3 | 1966 | Ford | Shelby GT350 | Y |
| R. Lee Brown | Reseda, CA | N-3 | 1967 | Ford | Shelby Fastback | N |

CLASS N-4: PONY CARS - OTHER THRU 1973

| | | | | | | |
|-----------------|----------------------|-----|------|-----------|------------------|---|
| Larry Boord | Saugus, CA | N-4 | 1966 | Chevrolet | Nova L79 | Y |
| Ted Taylor | Chino, CA | N-4 | 1968 | Mercury | Cougar Coupe | Y |
| Vance Weisbruch | Pasadena, CA | N-4 | 1969 | Chevrolet | Camaro 350 SS/RS | Y |
| Michael Gorman | Huntington Beach, CA | N-4 | 1969 | Chevrolet | Camaro | Y |
| Bob Mehlhoff | Newbury Park, CA | N-4 | 1969 | Chevrolet | Camaro Z/28 | Y |

CLASS O-1: ITALIAN SPORTS CARS (NON FERRARI)

| | | | | | | |
|-------------------------|----------------------|-----|------|------------|---------------|---|
| The Schigiel Collection | Miami, FL | O-1 | 1949 | Alfa Romeo | 6C 2500 SS | Y |
| Tim Walker | Pasadena, CA | O-1 | 1953 | Siata | 208 CS Coupe | Y |
| Joseph Duray | Los Angeles, CA | O-1 | 1961 | Maserati | 3500 GT | Y |
| Bruce Meyer | Beverly Hills, CA | O-1 | 1965 | Alfa Romeo | TZ | Y |
| Dana Caruso | Encino, CA | O-1 | 1967 | Alfa Romeo | Duetto Spyder | Y |
| Alan & Wendy Hart | Topanga, CA | O-1 | 1967 | ASA | 1000GT | Y |
| Andy Steben | Alhambra, CA | O-1 | 1971 | Alfa Romeo | GTV | Y |
| Michael Kerns | Los Angeles, CA | O-1 | 1972 | Alfa Romeo | Montreal | Y |
| Michael Steben | Rancho Cucamonga, CA | O-1 | 1972 | Alfa Romeo | GTV | Y |
| Scott Wilcott | San Marino, CA | O-1 | 1974 | Alfa Romeo | 2000 GTV | Y |

CLASS P: STATION WAGON - STEEL BODY NON WOODIE 1946-1973

| | | | | | | |
|----------------------|--------------------|---|------|------------|--------------------------------|---|
| Michael Porto | Pasadena, CA | P | 1954 | Chrysler | Town & Country | N |
| Jeff Frank | Santa Ana, CA | P | 1955 | Plymouth | Belvedere Station Wagon | N |
| Keith Wahl MD | La Jolla, CA | P | 1955 | Studebaker | Conestoga 2 Door Station Wagon | Y |
| Brad Prescott | Corona Del Mar, CA | P | 1956 | Ford | Parklane Station Wagon | Y |
| The Porto Collection | Pasadena, CA | P | 1956 | Dodge | Custom Sierra | N |
| Dan Weiss | Glendale, CA | P | 1957 | Ford | Del Rio Ranch Wagon | Y |
| David Neel | Ventura, CA | P | 1963 | Studebaker | Steel Body Station Wagon | Y |
| Jeff Frank | Santa Ana, CA | P | 1965 | Chrysler | New Yorker Station Wagon | N |
| David Neel | Ventura, CA | P | 1966 | Checker | Marathon Wagon | N |
| Michael Klyde | Long Beach, CA | P | 1967 | Ford | Country Squire | Y |
| Ron Cressy | Glendale, CA | P | 1972 | Pontiac | Safari Wagon | Y |

CLASS Q: CHEVROLET CORVETTE THRU 1973

| | | | | | | |
|-----------------|------------------|---|------|-----------|------------------------|---|
| Gary Hiltunen | Laguna Woods, CA | Q | 1953 | Chevrolet | Corvette | Y |
| Jack Strong | Long Beach, CA | Q | 1954 | Chevrolet | Corvette | Y |
| Paul Sivas | Arcadia, CA | Q | 1958 | Chevrolet | Corvette | Y |
| Joey Galloway | Pasadena, CA | Q | 1963 | Chevrolet | Corvette | Y |
| Robert Oropallo | Pasadena, CA | Q | 1963 | Chevrolet | Corvette Fuel Injected | Y |
| George Preston | Arcadia, CA | Q | 1963 | Chevrolet | Corvette | Y |
| Jay Sadler | Simi Valley, CA | Q | 1963 | Chevrolet | Corvette | Y |



2019 ENTRANTS

| | | Class | Year | Make | Model | Judged |
|-------------------------|----------------------|-------|------|----------------------|----------------------|--------|
| Douglas Sinclair-Winnie | Los Angeles, CA | Q | 1963 | Chrevolat | Corvette Sting Ray | N |
| Bill Swanson | La Canada, CA | Q | 1963 | Chevrolet | Corvette Sting Ray | Y |
| Matthew Berry | South Pasadena, CA | Q | 1965 | Chevrolet | Corvette | N |
| Melvin Greenspan | Los Angeles, CA | Q | 1965 | Chevrolet | Corvette | Y |
| Harry LeKites | Huntington Beach, CA | Q | 1967 | Chevrolet | Corvette Coupe | Y |
| Charles Budenz | Menifee, CA | Q | 1989 | Chevrolet/Guldstrand | Convertible - Nassau | N |
| Charles Budenz | Menifee, CA | Q | 1990 | Chevrolet/Guldstrand | Coupe - GS90 | N |
| Dennis Pagliano | San Marino, CA | Q | 1963 | Chevrolet | Corvette Sting Ray | N |
| Dennis Pagliano | San Marino, CA | Q | 1957 | Chevrolet | Corvette | N |
| Dennis Pagliano | San Marino, CA | Q | 1962 | Chevrolet | Corvette | N |

CLASS R: CONCORSO FERRARI CORRAL

| | | | | | | |
|--------------------------|---------------------------|---|------|---------|------------------------------|---|
| Peter Giacubbi | Villa Park, CA | R | 1959 | Ferrari | Testa Rosa Spyder Tribute | N |
| Kenneth Thomas | Lakewood, CA | R | 1961 | Ferrari | 250 GTE 2+2 | N |
| Harlen Irvine | San Gabriel, CA | R | 1964 | Ferrari | 330GT | N |
| John Gemma | San Clemente, CA | R | 1967 | Ferrari | 365 GT 2+2 | N |
| Marvin Landon | Hidden Hills, CA | R | 1967 | Ferrari | 365 | N |
| Joel Mogul | Los Angeles, CA | R | 1971 | Ferrari | 365 GTB/4 Daytona | N |
| Randy Van Daalen Wetters | Los Angeles, CA | R | 1971 | Ferrari | 365GT 2+2 | N |
| Wally Clark | Villa Park, CA | R | 1983 | Ferrari | 308 GTS QV | N |
| Kelvin Dunbar | Rolling Hills Estates, CA | R | 1984 | Ferrari | 308 GTSI QV | N |
| Mike Tuason | Cerritos, CA | R | 1984 | Ferrari | 308 GTS QV | N |
| L. Wayne Ausbrooks | San Marino, CA | R | 1985 | Ferrari | 308 GTS Quattrovalvole | N |
| Andy Weiss | Orange, CA | R | 1987 | Ferrari | 328 GTS | N |
| Mark Process | Encino, CA | R | 1994 | Ferrari | 348 Speciale | N |
| William Makepeace | Downey, CA | R | 1998 | Ferrari | 550 | N |
| Gary Honings | Palmdale, CA | R | 1999 | Ferrari | 456 M GTA | N |
| Burton Katz | Los Angeles, CA | R | 1999 | Ferrari | 550M | N |
| Bart Kimmel | Glendale, CA | R | 1999 | Ferrari | 360 | N |
| Scott Barry | Glendale, CA | R | 2001 | Ferrari | 360 Modena | N |
| Charles Dehart | Oxnard, CA | R | 2001 | Ferrari | 360 Spyder | N |
| David Dunn | Fullerton, CA | R | 2001 | Ferrari | 550 Maranello | N |
| Randall Leonard | Simi Valley, CA | R | 2001 | Ferrari | 360 Modena | N |
| Jim Bindman | Glendale, CA | R | 2002 | Ferrari | 360 Modena | N |
| Michael Florio | Northridge, CA | R | 2003 | Ferrari | 360 | N |
| Curtis Jung | San Marino, CA | R | 2003 | Ferrari | 360 Modena | N |
| Jim Zeutzius | Pasadena, CA | R | 2003 | Ferrari | 360 Spider | N |
| Craig Brown | Long Beach, CA | R | 2004 | Ferrari | Challenger Stradale | N |
| Jeff Henyan | Foothill Ranch, CA | R | 2004 | Ferrari | Modena | N |
| Andrew Kahn | La Canada, CA | R | 2004 | Ferrari | 360 Challenge Stradale | N |
| Fio Terenzi | Woodland Hills, CA | R | 2004 | Ferrari | 360 Spider | N |
| Troy Maturo | Covina, CA | R | 2006 | Ferrari | F430 | N |
| Armando Guzman | Pasadena, CA | R | 2007 | Ferrari | F430 | N |
| Edward McMickle | Riverside, CA | R | 2008 | Ferrari | F430 | N |
| Frank Moses | Riverside, CA | R | 2009 | Ferrari | F430 | N |
| Scott Resley | Tustin, CA | R | 2010 | Ferrari | Califronia Berlinetta Spyder | N |
| Aurelio Lioi | San Francisco, CA | R | 2011 | Ferrari | California | N |
| Gary Davis | Pacific Palisades, CA | R | 2012 | Ferrari | 458 Italian Spyder | N |
| Rex Gephart | Los Angeles, CA | R | 2012 | Ferrari | 458 Italia | N |
| Mario Fronti | Woodland Hills, CA | R | 2013 | Ferrari | 458 Italia | N |
| Malcolm Schneer | Costa Mesa, CA | R | 2013 | Ferrari | 458 Spider | N |
| Wayne Wojdak | Sierra Madre, CA | R | 2013 | Ferrari | Coupe Shooting Brake | N |



2019 ENTRANTS

| | | Class | Year | Make | Model | Judged |
|-----------------|--------------------|-------|------|---------|--------------|--------|
| Mark Armstrong | Los Angeles, CA | R | 2014 | Ferrari | 458 Italia | N |
| Ron Feder | Topanga, CA | R | 2014 | Ferrari | 458 Spider | N |
| Paul Panelli | Corona del Mar, CA | R | 2014 | Ferrari | 458 Italia | N |
| Kin Wong | Pasadena, CA | R | 2015 | Ferrari | 458 Speciale | N |
| Ernesto Rocco | Valley Village, CA | R | 2016 | Ferrari | California T | N |
| Marvin Landon | Hidden Hills, CA | R | 2017 | Ferrari | 488 Coupe | N |
| Joe Sully | San Mateo, CA | R | 2017 | Ferrari | F-12 | N |
| Gregory Monette | Los Angeles, CA | R | 2018 | Ferrari | 488 Spyder | N |

CLASS R-1: CONCORSO FERRARI - EARLY CARS TO 275

| | | | | | | |
|------------------|---------------------|-----|------|---------|---------------------|---|
| Paul Colony | Pasadena, CA | R-1 | 1960 | Ferrari | 250 PF Coupe | Y |
| Ronald Corradini | Newport Beach, CA | R-1 | 1960 | Ferrari | 250 GT II Cabriolet | Y |
| Ed Swart | Rolling Hills, CA | R-1 | 1963 | Ferrari | 250 GTE Series III | Y |
| Anthony Nobles | Fountain Valley, CA | R-1 | 1965 | Ferrari | 275 GTS | Y |

CLASS R-2: CONCORSO FERRARI - 330/365

| | | | | | | |
|-----------------|----------------------------|-----|------|---------|-------------------|---|
| Mark Snow | Rancho Santa Margarita, CA | R-2 | 1965 | Ferrari | 330 GTC | Y |
| Peter Devereaux | Los Angeles, CA | R-2 | 1967 | Ferrari | 330 GTC | Y |
| Michael Kerns | Los Angeles, CA | R-2 | 1967 | Ferrari | 330 GTC | Y |
| Paul Colony | Pasadena, CA | R-2 | 1971 | Ferrari | 365 GTB/4 Daytona | Y |

CLASS R-3: CONCORSO FERRARI - DINO/308GT4

| | | | | | | |
|----------------|-------------------|-----|------|---------|-------------|---|
| John Etchart | Hemet, CA | R-3 | 1972 | Ferrari | Dino 246 | Y |
| Steve Kouracos | Laguna Niguel, CA | R-3 | 1973 | Ferrari | 246GT | Y |
| Stephen Bailey | Altadena, CA | R-3 | 1975 | Ferrari | Dino 308GT4 | Y |
| Eddie Sapetto | Los Angeles, CA | R-3 | 1975 | Ferrari | 308 GT4 | Y |

CLASS R-4: CONCORSO FERRARI - 308

| | | | | | | |
|----------------|--------------------|-----|------|---------|------------------------|---|
| Chad Woods | Valley Village, CA | R-4 | 1980 | Ferrari | 308 GTDi | Y |
| William Hirsch | Irvine, CA | R-4 | 1984 | Ferrari | 308GTSi Quattrivole | Y |
| Joey Brauer | Pasadena, CA | R-4 | 1985 | Ferrari | 308 GTB QV | Y |
| Andrew Levich | Sherman Oaks, CA | R-4 | 1985 | Ferrari | 308 QV | Y |
| David Pham | Westminster, CA | R-4 | 1985 | Ferrari | 308 Quattrovalvole GTS | Y |

CLASS R-5: CONCORSO FERRARI - 328/348

| | | | | | | |
|------------------------|-------------------|-----|------|---------|------------|---|
| Joseph Casale | El Segundo, CA | R-5 | 1989 | Ferrari | GTB Turbo | Y |
| Brian Hubbard | Newbury Park, CA | R-5 | 1994 | Ferrari | 348 Spider | Y |
| Derek & Kate Schofield | Redondo Beach, CA | R-5 | 1994 | Ferrari | 348 Spider | Y |

CLASS R-6: CONCORSO FERRARI - 355/456

| | | | | | | |
|---------------|------------------|-----|------|---------|-------------------|---|
| Paul Simon | Wildomar, CA | R-6 | 1993 | Ferrari | 355 Spider | Y |
| Kevin Enderby | Redwood City, CA | R-6 | 1997 | Ferrari | F355 | Y |
| Rick Gombar | Los Angeles, CA | R-6 | 1997 | Ferrari | 355 Spider | Y |
| Peter Riley | Anaheim, CA | R-6 | 1998 | Ferrari | 355 F1 Berlinetta | Y |

CLASS R-7: CONCORSO FERRARI - 360/430

| | | | | | | |
|----------------|---------------------------|-----|------|---------|--------------------|---|
| Ross Albu | Los Angeles, CA | R-7 | 2005 | Ferrari | 360 Spyder | Y |
| Todd Lubin | Rolling Hills Estates, CA | R-7 | 2005 | Ferrari | F430 | Y |
| Adil Farooqui | Oxnard, CA | R-7 | 2006 | Ferrari | 430 Spyder | Y |
| Carl Forshage | Altadena, CA | R-7 | 2007 | Ferrari | F430 Spider | Y |
| Charles Jung | Palos Verdes Estates, CA | R-7 | 2008 | Ferrari | 430 Scuderia Coupe | Y |
| Marcus Mancini | Valencia, CA | R-7 | 2008 | Ferrari | F430 Berlinetta | Y |



2019 ENTRANTS

CLASS R-8: CONCORSO FERRARI - TESTAROSSA/BOXER

| | | Class | Year | Make | Model | Judged |
|--------------------|-------------------|-------|------|---------|--------------------------|--------|
| Kirk & Erik Axtell | Ventura, CA | R-8 | 1984 | Ferrari | Berlinetta Boxter BB 512 | Y |
| Tom Brockmiller | Mission Viejo, CA | R-8 | 1992 | Ferrari | 512TR | Y |

CLASS R-9: CONCORSO FERRARI - 550/575

| | | | | | | |
|-------------------|---------------------|-----|------|---------|---------------|---|
| Kenneth Sacks | La Crescenta, CA | R-9 | 1999 | Ferrari | 550 Maranello | Y |
| Chris Kirkwood | Fountain Valley, CA | R-9 | 2000 | Ferrari | 550 Maranello | Y |
| Miguel Koenig | Rancho Santa Fe, CA | R-9 | 2001 | Ferrari | 550 Maranello | Y |
| Kenneth Woolcott | Seattle, WA | R-9 | 2001 | Ferrari | 550 | Y |
| David & Lisa Kahn | West Hills, CA | R-9 | 2002 | Ferrari | 575 Maranello | Y |
| Bruce Leeds | Los Angeles, CA | R-9 | 2002 | Ferrari | 575 Maranello | Y |
| Steve Steinhart | Encino, CA | R-9 | 2003 | Ferrari | 575M | Y |

CLASS R-10: CONCORSO FERRARI - 599/612

| | | | | | | |
|---------------|-------------------|------|------|---------|----------------|---|
| Peter Kudrave | Pasadena, CA | R-10 | 2005 | Ferrari | 612 Scaglietti | Y |
| Albert Ortiz | Redondo Beach, CA | R-10 | 2005 | Ferrari | 612 Scaglietti | Y |
| Peter Lund | Sherman Oaks, CA | R-10 | 2006 | Ferrari | 612 | Y |
| Jeff Maynard | Agua Dulce, CA | R-10 | 2008 | Ferrari | 599 GTB | Y |

CLASS S-1: JAGUAR E-TYPE THRU 1967

| | | | | | | |
|---------------------|------------------|-----|------|--------|-----------------------|---|
| Gordon Logan | Georgetown, TX | S-1 | 1961 | Jaguar | E-Type Coupe | Y |
| Marty Hovivian | Yorba Linda, CA | S-1 | 1962 | Jaguar | E-Type Series I Coupe | Y |
| Robert & Pam Funari | Long Beach, CA | S-1 | 1963 | Jaguar | E-Type Roadster | Y |
| Ron Avery | Oxnard, CA | S-1 | 1965 | Jaguar | E-Type Coupe | Y |
| Edward Superfon | Los Angeles, CA | S-1 | 1967 | Jaguar | Pirana (XKE Chasis) | Y |
| John Mutlow | Laguna Beach, CA | S-1 | 1968 | Jaguar | E-Type Roadster | N |

CLASS SGC: SCOTT GRUNDFOR & KATHLEEN REDMOND SPECIAL COLLECTION

| | | | | | | |
|-----------------------------------|-------------------|-----|------|------|----------------|---|
| Scott Grundfor & Kathleen Redmond | Arroyo Grande, CA | SGC | 1979 | Ford | Ghia Probe I | N |
| Scott Grundfor & Kathleen Redmond | Arroyo Grande, CA | SGC | 1982 | Ford | Ghia Barchetta | N |
| Scott Grundfor & Kathleen Redmond | Arroyo Grande, CA | SGC | 1982 | Ford | Ghia Shuttler | N |
| Scott Grundfor & Kathleen Redmond | Arroyo Grande, CA | SGC | 1982 | Ford | Ghia Brezza | N |
| Scott Grundfor & Kathleen Redmond | Arroyo Grande, CA | SGC | 1986 | Ford | Ghia Probe V | N |

CLASS TRC: TOURNAMENT OF ROSES® PARADE CARS

| | | | | | | |
|-------------------------------|----------------------|------------|------|---------------|---------------------------|---|
| Gary & Sheryl Hunter | Arcadia, CA | TRC2012 | 1910 | Pope Hartford | | N |
| Scott Jackson | Duarte, CA | TRC2017 | 1911 | Pope Hartford | W | N |
| Joe Conzonire | San Marino, CA | TRC2017 | 1915 | Pierce-Arrow | Touring | N |
| Gary & Sheryl Hunter | Arcadia, CA | TRC2011 | 1923 | Rolls-Royce | Silver Ghost | N |
| Pierre Dupuy | Altadena, CA | TRC2018 | 1924 | Ford | Model TT Bus | N |
| Chris Kidd | Monrovia, CA | TRC2017 | 1925 | Lincoln | Sport Phaeton | N |
| Loren Burch | Pasadena, CA | TRC2013-19 | 1930 | Lincoln | 7 Passenger Sport Touring | N |
| Richard Law | Capistrano Beach, CA | TRC2000 | 1931 | Duesenberg | Model J | N |
| Clifford & Joyce Gooding | Marina del Rey, CA | TRC2012 | 1932 | Packard | Sport Phaeton | N |
| Stanley Lucas | Long Beach, CA | TRC | 1933 | Chrysler | Imperial Dual Windshield | N |
| Greg Henkels & Howard Henkels | Arcadia, CA | TRC2018 | 1933 | Lincoln | Dual Cowl Phaeton | N |

CLASS U-1: BRITISH SPORTS CARS

| | | | | | | |
|---------------|-----------------|-----|------|--------|---------------------|---|
| Gus Ramos | Los Angeles, CA | U-1 | 1947 | MG | TC Convertible | Y |
| Yuri Brickman | Los Angeles, CA | U-1 | 1950 | MG | YT | Y |
| Don Fisher | Arcadia, CA | U-1 | 1954 | Austin | Healey Roadster 100 | Y |



2019 ENTRANTS

| | | Class | Year | Make | Model | Judged |
|---------------------|---------------------|-------|------|---------------|--------------------------|--------|
| Robert Huntington | North Tustin, CA | U-1 | 1955 | Jaguar | XK-140 OTS | Y |
| Randy Simon | Beverly Hills, CA | U-1 | 1955 | AC | Aceca | N |
| Ernie Ruelas | Whittier, CA | U-1 | 1956 | Jaguar | XK140 M/C | Y |
| Ron & Julie Chase | Pasadena, CA | U-1 | 1957 | MG | MGA 1500 Roadster | Y |
| David Lans | Glendale, CA | U-1 | 1960 | MG | MGA 1600 Mark 1 Roadster | Y |
| Skip Atkins | Rancho Santa Fe, CA | U-1 | 1961 | Aston Martin | DB4 | N |
| Robin Grove | Gardena, CA | U-1 | 1962 | AC Bristol | Roadster | Y |
| Phil & Nancy Caliva | Hermosa Beach, CA | U-1 | 1965 | Austin Healey | BJ8 | N |
| Jim Cohen | Glendale, CA | U-1 | 1973 | Triumph | TR6 | N |
| Stephen Pothier | Porter Ranch, CA | U-1 | 1987 | Aston Martin | La Gonda | N |
| Kevin Roots | Phelin, CA | U-1 | 2015 | Healy Design | MK3 | N |

CLASS U-2: MORGAN

| | | | | | | |
|------------------------|----------------------|-----|------|--------|--------------------------------|---|
| Garrett & Harmeet | Capune Fullerton, CA | U-2 | 1927 | Morgan | 3 Wheel Family | N |
| Dennis & Pamela Glavis | Valencia, CA | U-2 | 1930 | Morgan | 3 Wheeler Factory Delivery Van | Y |
| Michael Hattem | Los Angeles, CA | U-2 | 1949 | Morgan | F4 Three Wheeler | Y |
| Creighton Turner | Pasadena, CA | U-2 | 1954 | Morgan | 4 Plus Roadster | Y |
| Christopher Dutra | Dana Point, CA | U-2 | 1964 | Morgan | Plus 4 Drophead Coupe | Y |
| Fred & Carolyn Klein | La Habra Heights, CA | U-2 | 1970 | Morgan | T8 Roadster | Y |
| Brian Howlett | Hacienda Heights, CA | U-2 | 2005 | Morgan | Roadster | Y |
| Dennis & Pamela Glavis | Valencia, CA | U-2 | 2019 | Morgan | Plus 4 | N |

CLASS V-1: VOLKSWAGEN THRU 1974

| | | | | | | |
|------------------------------------|----------------------|-----|------|------------|------------------------------|---|
| Douglas Huth | Palm Springs, CA | V-1 | 1957 | Volkswagen | Beetle Delux- European Model | Y |
| Scott Boses & Celesta Pappas-Boses | La Canada, CA | V-1 | 1957 | Rometsch | Beeskow Cabriolet | Y |
| Nancy Kyllingstad | Cypress, CA | V-1 | 1962 | Volkswagen | Bug | Y |
| Phil Nathans | Hawaiian Gardens, CA | V-1 | 1963 | Volkswagen | 113 Sunroof Beetle | Y |
| Bruce Hoel | Los Angeles, CA | V-1 | 1964 | Volkswagen | Type 34 Karman Ghia | N |
| Taylor Kubisen | Altadena, CA | V-1 | 1967 | Volkswagen | Beetle | N |
| Evan Robin | San Marino, CA | V-1 | 1967 | Volkswagen | Karman Ghia | Y |
| Stephen Russell | Pasadena, CA | V-1 | 1967 | Volkswagen | Westfalia Van | Y |

CLASS W-1: WOODIES THRU 1974

| | | | | | | |
|---------------------------------|--------------------|-----|------|-----------|---|---|
| Lou Roupoli | San Pedro, CA | W-1 | 1939 | Chevrolet | Woodie Station Wagon | Y |
| Robert Mollno | San Marino, CA | W-1 | 1940 | Ford | Station Wagon | Y |
| Lou Roupoli | San Pedro, CA | W-1 | 1940 | Chevrolet | Woodie Station Wagon | Y |
| Jeannie & Rob Hilarides | Visalia, CA | W-1 | 1941 | Packard | Woodie Station Wagon & 1954 Chris Craft | Y |
| Lou Roupoli | San Pedro, CA | W-1 | 1941 | Chevrolet | Woodie Station Wagon | Y |
| Daniel Dews | Los Angeles, CA | W-1 | 1944 | Chrysler | Town & Country Convertible | Y |
| David Pyle | Irvine, CA | W-1 | 1946 | Ford | Marmon Herrington Woody Wagon | Y |
| Scott Swanson | La Canada, CA | W-1 | 1946 | Ford | Woodie Station Wagon | N |
| Kevin Ivey | Los Angeles, CA | W-1 | 1947 | Ford | Woodie Station Wagon | Y |
| Bobby Kenz | San Marino, CA | W-1 | 1948 | Chrysler | Town & Country Convertible | N |
| Paul Keohane | Corona del Mar, CA | W-1 | 1948 | Mercury | Woodie Station Wagon | Y |
| Wolfgang, Gari & Kristina Kupka | Pasadena, CA | W-1 | 1948 | Ford | Woodie Station Wagon | Y |
| Lou Roupoli | San Pedro, CA | W-1 | 1948 | Chevrolet | Woodie Station Wagon | Y |
| Howard Shea | Moorpark, CA | W-1 | 1948 | Chrysler | Town & Country Convertible | N |

CLASS X: CORRAL

| | | | | | | |
|-----------------|------------------|-----|------|---------|-----------------------|---|
| Rodney Flournoy | Inglewood, CA | X-1 | 1929 | | Custom Drag Race Car | N |
| Russell Collins | La Crescenta, CA | X-1 | 1934 | Ford | 3 Window Coup Hot Rod | N |
| Matt Guirguis | Santa Monica, CA | X-1 | 1941 | Mercury | Custom | N |



2019 ENTRANTS

| | | Class | Year | Make | Model | Judged |
|------------------|--------------------|-------|------|----------------|----------------------------|--------|
| Jack Gallivan | Salt Lack City, UT | X-1 | 1953 | Hughes-Kircher | Special 2 Seat Roadster | N |
| Norm Haley | Lake Elsinore, CA | X-1 | 1954 | Divco | Milk Truck | N |
| Art Sbicca | San Marino, CA | X-1 | 1955 | Chevrolet | 210 Handyman Station Wagon | N |
| Art Kazanjian | San Gabriel, CA | X-1 | 1960 | Chevrolet | Biscayne | N |
| Paul Torkelson | Arcadia, CA | X-1 | 1960 | Dodge | Dart Pioneer | N |
| Ron Peters | Long Beach, CA | X-1 | 1986 | Rolls-Royce | Cornich II | N |
| Sharon Taen Eyck | Corona del Mar, CA | X-1 | 1993 | Cadillac | Allante | N |
| Sina Khodadadi | Los Angeles, CA | X-1 | 2003 | Mercedes-Benz | Unimog U500 DOKA | N |

CLASS Y: BMW THRU 1978

| | | | | | | |
|-----------------------|-------------------|-----|------|-----|------------------|---|
| Jerry Dotson | Newport Coast, CA | Y-1 | 1938 | BMW | 327 Cabriolet | N |
| Ben Miller | Pomona, CA | Y-1 | 1957 | BMW | Isetta 300 | Y |
| Ben Miller | Pomona, CA | Y-1 | 1966 | BMW | 2000 CS | Y |
| David & Adam Wetzel | Los Angeles, CA | Y-1 | 1972 | BMW | 3.0 Si | Y |
| Isolde Fehrmann | San Dimas, CA | Y-1 | 1973 | BMW | 3.0 CS | Y |
| Tom & Lynn Cacciatore | Pasadena, CA | Y-1 | 1974 | BMW | 3.0 CSI | N |
| William Hunt Trabuco | Canyon, CA | Y-1 | 1974 | BMW | 2002 Tii | Y |
| William Merriken | Altadena, CA | Y-1 | 1974 | BMW | 3.0Si | N |
| Ron Perry | Duarte, CA | Y-1 | 1974 | BMW | 3.0CSL Batmobile | Y |
| Crevier Classic Cars | Costa Mesa, CA | Y-1 | 1974 | BMW | 3.0 CS | Y |

CLASS Y-1: VOLKSWAGEN THRU 1978

| | | | | | | |
|------|------------|-----|------|------------|--------|---|
| 1978 | Volkswagen | Y-1 | 1978 | Volkswagen | Passat | N |
| 1977 | Volkswagen | Y-1 | 1977 | Volkswagen | Passat | N |
| 1976 | Volkswagen | Y-1 | 1976 | Volkswagen | Passat | N |
| 1975 | Volkswagen | Y-1 | 1975 | Volkswagen | Passat | N |
| 1974 | Volkswagen | Y-1 | 1974 | Volkswagen | Passat | N |
| 1973 | Volkswagen | Y-1 | 1973 | Volkswagen | Passat | N |
| 1972 | Volkswagen | Y-1 | 1972 | Volkswagen | Passat | N |
| 1971 | Volkswagen | Y-1 | 1971 | Volkswagen | Passat | N |
| 1970 | Volkswagen | Y-1 | 1970 | Volkswagen | Passat | N |
| 1969 | Volkswagen | Y-1 | 1969 | Volkswagen | Passat | N |
| 1968 | Volkswagen | Y-1 | 1968 | Volkswagen | Passat | N |
| 1967 | Volkswagen | Y-1 | 1967 | Volkswagen | Passat | N |
| 1966 | Volkswagen | Y-1 | 1966 | Volkswagen | Passat | N |
| 1965 | Volkswagen | Y-1 | 1965 | Volkswagen | Passat | N |
| 1964 | Volkswagen | Y-1 | 1964 | Volkswagen | Passat | N |
| 1963 | Volkswagen | Y-1 | 1963 | Volkswagen | Passat | N |
| 1962 | Volkswagen | Y-1 | 1962 | Volkswagen | Passat | N |
| 1961 | Volkswagen | Y-1 | 1961 | Volkswagen | Passat | N |
| 1960 | Volkswagen | Y-1 | 1960 | Volkswagen | Passat | N |
| 1959 | Volkswagen | Y-1 | 1959 | Volkswagen | Passat | N |
| 1958 | Volkswagen | Y-1 | 1958 | Volkswagen | Passat | N |
| 1957 | Volkswagen | Y-1 | 1957 | Volkswagen | Passat | N |
| 1956 | Volkswagen | Y-1 | 1956 | Volkswagen | Passat | N |
| 1955 | Volkswagen | Y-1 | 1955 | Volkswagen | Passat | N |
| 1954 | Volkswagen | Y-1 | 1954 | Volkswagen | Passat | N |
| 1953 | Volkswagen | Y-1 | 1953 | Volkswagen | Passat | N |
| 1952 | Volkswagen | Y-1 | 1952 | Volkswagen | Passat | N |
| 1951 | Volkswagen | Y-1 | 1951 | Volkswagen | Passat | N |
| 1950 | Volkswagen | Y-1 | 1950 | Volkswagen | Passat | N |
| 1949 | Volkswagen | Y-1 | 1949 | Volkswagen | Passat | N |
| 1948 | Volkswagen | Y-1 | 1948 | Volkswagen | Passat | N |
| 1947 | Volkswagen | Y-1 | 1947 | Volkswagen | Passat | N |
| 1946 | Volkswagen | Y-1 | 1946 | Volkswagen | Passat | N |
| 1945 | Volkswagen | Y-1 | 1945 | Volkswagen | Passat | N |
| 1944 | Volkswagen | Y-1 | 1944 | Volkswagen | Passat | N |
| 1943 | Volkswagen | Y-1 | 1943 | Volkswagen | Passat | N |
| 1942 | Volkswagen | Y-1 | 1942 | Volkswagen | Passat | N |
| 1941 | Volkswagen | Y-1 | 1941 | Volkswagen | Passat | N |
| 1940 | Volkswagen | Y-1 | 1940 | Volkswagen | Passat | N |
| 1939 | Volkswagen | Y-1 | 1939 | Volkswagen | Passat | N |
| 1938 | Volkswagen | Y-1 | 1938 | Volkswagen | Passat | N |
| 1937 | Volkswagen | Y-1 | 1937 | Volkswagen | Passat | N |
| 1936 | Volkswagen | Y-1 | 1936 | Volkswagen | Passat | N |
| 1935 | Volkswagen | Y-1 | 1935 | Volkswagen | Passat | N |
| 1934 | Volkswagen | Y-1 | 1934 | Volkswagen | Passat | N |
| 1933 | Volkswagen | Y-1 | 1933 | Volkswagen | Passat | N |
| 1932 | Volkswagen | Y-1 | 1932 | Volkswagen | Passat | N |
| 1931 | Volkswagen | Y-1 | 1931 | Volkswagen | Passat | N |
| 1930 | Volkswagen | Y-1 | 1930 | Volkswagen | Passat | N |
| 1929 | Volkswagen | Y-1 | 1929 | Volkswagen | Passat | N |
| 1928 | Volkswagen | Y-1 | 1928 | Volkswagen | Passat | N |
| 1927 | Volkswagen | Y-1 | 1927 | Volkswagen | Passat | N |
| 1926 | Volkswagen | Y-1 | 1926 | Volkswagen | Passat | N |
| 1925 | Volkswagen | Y-1 | 1925 | Volkswagen | Passat | N |
| 1924 | Volkswagen | Y-1 | 1924 | Volkswagen | Passat | N |
| 1923 | Volkswagen | Y-1 | 1923 | Volkswagen | Passat | N |
| 1922 | Volkswagen | Y-1 | 1922 | Volkswagen | Passat | N |
| 1921 | Volkswagen | Y-1 | 1921 | Volkswagen | Passat | N |
| 1920 | Volkswagen | Y-1 | 1920 | Volkswagen | Passat | N |
| 1919 | Volkswagen | Y-1 | 1919 | Volkswagen | Passat | N |
| 1918 | Volkswagen | Y-1 | 1918 | Volkswagen | Passat | N |
| 1917 | Volkswagen | Y-1 | 1917 | Volkswagen | Passat | N |
| 1916 | Volkswagen | Y-1 | 1916 | Volkswagen | Passat | N |
| 1915 | Volkswagen | Y-1 | 1915 | Volkswagen | Passat | N |
| 1914 | Volkswagen | Y-1 | 1914 | Volkswagen | Passat | N |
| 1913 | Volkswagen | Y-1 | 1913 | Volkswagen | Passat | N |
| 1912 | Volkswagen | Y-1 | 1912 | Volkswagen | Passat | N |
| 1911 | Volkswagen | Y-1 | 1911 | Volkswagen | Passat | N |
| 1910 | Volkswagen | Y-1 | 1910 | Volkswagen | Passat | N |
| 1909 | Volkswagen | Y-1 | 1909 | Volkswagen | Passat | N |
| 1908 | Volkswagen | Y-1 | 1908 | Volkswagen | Passat | N |
| 1907 | Volkswagen | Y-1 | 1907 | Volkswagen | Passat | N |
| 1906 | Volkswagen | Y-1 | 1906 | Volkswagen | Passat | N |
| 1905 | Volkswagen | Y-1 | 1905 | Volkswagen | Passat | N |
| 1904 | Volkswagen | Y-1 | 1904 | Volkswagen | Passat | N |
| 1903 | Volkswagen | Y-1 | 1903 | Volkswagen | Passat | N |
| 1902 | Volkswagen | Y-1 | 1902 | Volkswagen | Passat | N |
| 1901 | Volkswagen | Y-1 | 1901 | Volkswagen | Passat | N |
| 1900 | Volkswagen | Y-1 | 1900 | Volkswagen | Passat | N |

CLASS W-1: WOODIES THRU 1978

| | | | | | | |
|------|-------|-----|------|-------|-------|---|
| 1978 | Wagon | W-1 | 1978 | Wagon | Wagon | N |
| 1977 | Wagon | W-1 | 1977 | Wagon | Wagon | N |
| 1976 | Wagon | W-1 | 1976 | Wagon | Wagon | N |
| 1975 | Wagon | W-1 | 1975 | Wagon | Wagon | N |
| 1974 | Wagon | W-1 | 1974 | Wagon | Wagon | N |
| 1973 | Wagon | W-1 | 1973 | Wagon | Wagon | N |
| 1972 | Wagon | W-1 | 1972 | Wagon | Wagon | N |
| 1971 | Wagon | W-1 | 1971 | Wagon | Wagon | N |
| 1970 | Wagon | W-1 | 1970 | Wagon | Wagon | N |
| 1969 | Wagon | W-1 | 1969 | Wagon | Wagon | N |
| 1968 | Wagon | W-1 | 1968 | Wagon | Wagon | N |
| 1967 | Wagon | W-1 | 1967 | Wagon | Wagon | N |
| 1966 | Wagon | W-1 | 1966 | Wagon | Wagon | N |
| 1965 | Wagon | W-1 | 1965 | Wagon | Wagon | N |
| 1964 | Wagon | W-1 | 1964 | Wagon | Wagon | N |
| 1963 | Wagon | W-1 | 1963 | Wagon | Wagon | N |
| 1962 | Wagon | W-1 | 1962 | Wagon | Wagon | N |
| 1961 | Wagon | W-1 | 1961 | Wagon | Wagon | N |
| 1960 | Wagon | W-1 | 1960 | Wagon | Wagon | N |
| 1959 | Wagon | W-1 | 1959 | Wagon | Wagon | N |
| 1958 | Wagon | W-1 | 1958 | Wagon | Wagon | N |
| 1957 | Wagon | W-1 | 1957 | Wagon | Wagon | N |
| 1956 | Wagon | W-1 | 1956 | Wagon | Wagon | N |
| 1955 | Wagon | W-1 | 1955 | Wagon | Wagon | N |
| 1954 | Wagon | W-1 | 1954 | Wagon | Wagon | N |
| 1953 | Wagon | W-1 | 1953 | Wagon | Wagon | N |
| 1952 | Wagon | W-1 | 1952 | Wagon | Wagon | N |
| 1951 | Wagon | W-1 | 1951 | Wagon | Wagon | N |
| 1950 | Wagon | W-1 | 1950 | Wagon | Wagon | N |
| 1949 | Wagon | W-1 | 1949 | Wagon | Wagon | N |
| 1948 | Wagon | W-1 | 1948 | Wagon | Wagon | N |
| 1947 | Wagon | W-1 | 1947 | Wagon | Wagon | N |
| 1946 | Wagon | W-1 | 1946 | Wagon | Wagon | N |
| 1945 | Wagon | W-1 | 1945 | Wagon | Wagon | N |
| 1944 | Wagon | W-1 | 1944 | Wagon | Wagon | N |
| 1943 | Wagon | W-1 | 1943 | Wagon | Wagon | N |
| 1942 | Wagon | W-1 | 1942 | Wagon | Wagon | N |
| 1941 | Wagon | W-1 | 1941 | Wagon | Wagon | N |
| 1940 | Wagon | W-1 | 1940 | Wagon | Wagon | N |
| 1939 | Wagon | W-1 | 1939 | Wagon | Wagon | N |
| 1938 | Wagon | W-1 | 1938 | Wagon | Wagon | N |
| 1937 | Wagon | W-1 | 1937 | Wagon | Wagon | N |
| 1936 | Wagon | W-1 | 1936 | Wagon | Wagon | N |
| 1935 | Wagon | W-1 | 1935 | Wagon | Wagon | N |
| 1934 | Wagon | W-1 | 1934 | Wagon | Wagon | N |
| 1933 | Wagon | W-1 | 1933 | Wagon | Wagon | N |
| 1932 | Wagon | W-1 | 1932 | Wagon | Wagon | N |
| 1931 | Wagon | W-1 | 1931 | Wagon | Wagon | N |
| 1930 | Wagon | W-1 | 1930 | Wagon | Wagon | N |
| 1929 | Wagon | W-1 | 1929 | Wagon | Wagon | N |
| 1928 | Wagon | W-1 | 1928 | Wagon | Wagon | N |
| 1927 | Wagon | W-1 | 1927 | Wagon | Wagon | N |
| 1926 | Wagon | W-1 | 1926 | Wagon | Wagon | N |
| 1925 | Wagon | W-1 | 1925 | Wagon | Wagon | N |
| 1924 | Wagon | W-1 | 1924 | Wagon | Wagon | N |
| 1923 | Wagon | W-1 | 1923 | Wagon | Wagon | N |
| 1922 | Wagon | W-1 | 1922 | Wagon | Wagon | N |
| 1921 | Wagon | W-1 | 1921 | Wagon | Wagon | N |
| 1920 | Wagon | W-1 | 1920 | Wagon | Wagon | N |
| 1919 | Wagon | W-1 | 1919 | Wagon | Wagon | N |
| 1918 | Wagon | W-1 | 1918 | Wagon | Wagon | N |
| 1917 | Wagon | W-1 | 1917 | Wagon | Wagon | N |
| 1916 | Wagon | W-1 | 1916 | Wagon | Wagon | N |
| 1915 | Wagon | W-1 | 1915 | Wagon | Wagon | N |
| 1914 | Wagon | W-1 | 1914 | Wagon | Wagon | N |
| 1913 | Wagon | W-1 | 1913 | Wagon | Wagon | N |
| 1912 | Wagon | W-1 | 1912 | Wagon | Wagon | N |
| 1911 | Wagon | W-1 | 1911 | Wagon | Wagon | N |
| 1910 | Wagon | W-1 | 1910 | Wagon | Wagon | N |
| 1909 | Wagon | W-1 | 1909 | Wagon | Wagon | N |
| 1908 | Wagon | W-1 | 1908 | Wagon | Wagon | N |
| 1907 | Wagon | W-1 | 1907 | Wagon | Wagon | N |
| 1906 | Wagon | W-1 | 1906 | Wagon | Wagon | N |
| 1905 | Wagon | W-1 | 1905 | Wagon | Wagon | N |
| 1904 | Wagon | W-1 | 1904 | Wagon | Wagon | N |
| 1903 | Wagon | W-1 | 1903 | Wagon | Wagon | N |
| 1902 | Wagon | W-1 | 1902 | Wagon | Wagon | N |
| 1901 | Wagon | W-1 | 1901 | Wagon | Wagon | N |
| 1900 | Wagon | W-1 | 1900 | Wagon | Wagon | N |

CLASS X: CORRAL

| | | | | | | |
|------|--------|---|------|--------|--------|---|
| 1978 | Corral | X | 1978 | Corral | Corral | N |
| 1977 | Corral | X | 1977 | Corral | Corral | N |
| 1976 | Corral | X | 1976 | Corral | Corral | N |
| 1975 | Corral | X | 1975 | Corral | Corral | N |
| 1974 | Corral | X | 1974 | Corral | Corral | N |
| 1973 | Corral | X | 1973 | Corral | Corral | N |
| 1972 | Corral | X | 1972 | Corral | Corral | N |
| 1971 | Corral | X | 1971 | Corral | Corral | N |
| 1970 | Corral | X | 1970 | Corral | Corral | N |
| 1969 | Corral | X | 1969 | Corral | Corral | N |
| 1968 | Corral | X | 1968 | Corral | Corral | N |
| 1967 | Corral | X | 1967 | Corral | Corral | N |
| 1966 | Corral | X | 1966 | Corral | Corral | N |
| 1965 | Corral | X | 1965 | Corral | Corral | N |
| 1964 | Corral | X | 1964 | Corral | Corral | N |
| 1963 | Corral | X | 1963 | Corral | Corral | N |
| 1962 | Corral | X | 1962 | Corral | Corral | N |
| 1961 | Corral | X | 1961 | Corral | Corral | N |
| 1960 | Corral | X | 1960 | Corral | Corral | N |
| 1959 | Corral | X | 1959 | Corral | Corral | N |
| 1958 | Corral | X | 1958 | Corral | Corral | N |
| 1957 | Corral | X | 1957 | Corral | Corral | N |
| 1956 | Corral | X | 1956 | Corral | Corral | N |
| 1955 | Corral | X | 1955 | Corral | Corral | N |
| 1954 | Corral | X | 1954 | Corral | Corral | N |
| 1953 | Corral | X | 1953 | Corral | Corral | N |
| 1952 | Corral | X | 1952 | Corral | Corral | N |
| 1951 | Corral | X | 1951 | Corral | Corral | N |
| 1950 | Corral | X | 1950 | Corral | Corral | N |

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COMPASS



SYMPHONY OF CARS GALA

1910 THOMAS FLIER MODEL M 6-40 TOURING

Owner: Joe and Janice Conzonire, San Marino California

Like so many of his pioneering contemporaries, E. R. Thomas was in the bicycle business prior to manufacturing automobiles. He recognized the huge potential in the newly evolving automobile business and became the managing director of Buffalo Automobile and Auto-Bi company, which was known for its production of bicycles and motorcycle engines. In 1900 E. R. changed the company name to Thomas Auto-Bi, and by 1901 Thomas claimed to build more air cooled motors than anyone else. E.R. had bigger things in mind though, and the first Thomas automobiles were introduced in 1903 and were small runabouts described in the catalogue as the happy medium between the cheaper and more expensive cars. By 1905 the Thomas company was building bigger four-cylinder cars dubbed 'Thomas Flyers'. Thomas Flyers soon gained notoriety among the faster and more flamboyant Touring cars of their day. E. R. had an eye for flair and his huge powerful cars showed it - they were often finished in bright colors and loaded with many ornate brass accessories. The 1907 sales catalogue boasted You can't go by a Thomas Flyer, so go buy one. However, what Thomas will be remembered for most is its astounding victory of the greatest automotive competition ever to take place. In 1908 the French newspaper Le Matin sponsored 'The Great Race' from New York to Paris. The route went from New York in the dead of winter across the U.S. to San Francisco, then by ship to Alaska, down the Yukon and across the Bering Strait, either by ship or by ice to Siberia. To be sure the Yukon and the Bering Strait would be covered in ice, the race began in the winter. Many of the covered dirt trails had never been traveled by a motor car. E. R. Thomas made a last minute decision to enter a car and three days prior to the start, a stock 1907 model was selected from the factory lot. 13,341 miles and 171 days later the victorious Thomas rolled into Paris and forever cemented its place in history.

1924 ROLLS ROYCE PHANTOM I RIVIERA TOWN CAR

Owner: Rich Atwell, Fredericksburg, Texas

This Rolls-Royce was not only built in the United States but has had a colorful ownership history. In 1924 silent movie star Harold Lloyd purchased the car new as a gift to his wife. It remained in the Lloyd estate until his death in 1974. In 1954 the Rolls-Royce was featured in the movie Sabrina starring Audrey Hepburn, Humphrey Bogart and William Holden. The movie was directed by Billie Wilder. It changed owners several times until purchased by its current owner in 2014. A Salamanca limousine body was fitted to the chassis. More amazing is the fact that its speedometer reads less than 19,000 miles. A true Preservation Class contender with amazing provenance.

1930 CADILLAC V16 ROADSTER

Frederick & Barbara Lax, Malibu, California

Considered by experts as the Holy Grail of Cadillac V-16 automobiles, the 1930 Roadster was at the time of its introduction a phenomenon. An aura of majesty continues to surround this vehicle as it is difficult to find another motor car that surpasses its distinctive style, design and monstrous sixteen cylinder engine. Only two American motor car manufacturers, Cadillac and Marmon produced automobiles equipped with V-16 engines. Howard Marmon had designed a V-16 engine collaborating with Owen Nacker, an automotive engineer. Curiously, Nacker and Marmon parted company with the later joining General Motors in the late 1920's and taking a major role in the design and production of Cadillac's competing V-16 engine. The much heralded Cadillac V-16 automobile made its debut on December 10, 1929, less than two months after the stock market crash and the start of the Great Depression. Nonetheless, the 1930 Cadillac V-16 became an instant status symbol, propelling Cadillac's sales beyond expectation. Marmon did not come to market with a V-16 automobile until later 1931. By that time Cadillac had taken a commanding market share for their prestigious automobiles. Cadillac's total V-16 production for 1930-31 was 3,251 units. Production of roadsters consisted of 105 units or a meager 3.3% of production. List price on the Roadster was \$5,530.00.

1930 DUESENBERG MURPHY BODY CONVERTIBLE SEDAN

Owner: Academy of Art University, San Francisco, California

It is a grand testament to the Duesenberg Model J that anything extraordinary is still called a "doozie" and its effect on the automotive world can't be overstated. All Model J's were custom bodied. This example was built new with Murphy Convertible Sedan coachwork in Pasadena, California and sent to New York as a demonstrator. It was later returned to Los Angeles and found a new owner. His name was Cedric Gibbons, an MGM art director and set designer who was married to film star Dolores del Rio. The couple enjoyed their Duesenberg for many years and the car remained in California for much of its life. It was fully restored in 1987 and earned a best in class award at the prestigious Pebble Beach Concours 'd Elegance. Power comes from the infamous 420 cubic inch double overhead cam eight cylinder engine mated to a 3 speed manual gear box.



SYMPHONY OF CARS GALA

1932 STUTZ DV 32 LEBARON CLUB SEDAN

Owner: Steve Babinski, Allentown, Pennsylvania

This Stutz DV-60 was originally owned by Axel R. Stockenberg a mechanical engineer who was drawn to the Stutz because of its advanced engineering. Mr. Stockenberg owned the Stutz for 80 years of which the car spent 73 years in dry storage before being purchased by its current owner. The car is a custom sport sedan with coachwork by LeBaron. It is presented in its original unrestored condition with just 23,000 miles on the speedometer. In 2012 the car was invited to the Pebble Beach Concours d'Elegance where it placed first in the Preservation Class. It has also been awarded the coveted Historical Vehicle Association's "this Car Matters" award based on its importance as a genuine and cherished relic.

1934 CADILLAC V16 VICTORIA

Owner: John Groendyke, Enid, Oklahoma

This Cadillac V16 Fleetwood bodied Victoria is one of the longest production cars ever built. It was the only one built in 1934 at a cost of \$8,150.00. Cadillac continued to offer this body style through 1937 with only one minor change. The iconic bi-plane bumpers on this car were redesigned to provide greater strength in the event of a crash. One question that may arise is what is a Victoria? A Victoria body was basically a two door car with a back seat as opposed to a rumble seat. The displacement of the V16 engine is 452 cubic inches. Its 45 degree cylinders produces 165 horse power and its top speed was 100 miles per hour. The reasoning behind the V16 engine was to reduce vibration and provide the driver and passengers with a smoother ride.

1936 PIERCE ARROW MODEL 1601 CONVERTIBLE COUPE

Owner: The Lehrman Collection, Palm Beach, Florida

By 1936 most of America's luxury car manufacturers, such as Stutz, Marmon, Peerless, and Rolls-Royce of America, had vanished from the scene; those that had survived were building smaller, inexpensive, virtually mass-produced cars to stay afloat. Pierce-Arrow, alone, was still exclusively building hand-made, coach-built automobiles - and with a new chassis, streamlined body styling, and highly modern engineering advancements, including automatic overdrive, free-wheeling, and automatic ignition. "The one great name identified with fine motorcars exclusively," boasted their advertising. So prestigious was the marque that from 1910 to 1938, the company had an agreement to supply a small number of cars to the Executive Branch of the government, thus making Pierce-Arrow the conveyance of numerous presidents and visiting heads of state.

Despite the new styling and technological advancements that appealed to a Hollywood crowd, Pierce-Arrow production continued to dwindle. Nineteen thirty-six saw a production run of just 700 cars, of which only 78 were the V-12-powered Series 1602. Only six open V-12 cars are known to have been built that year, including three parade vehicles for the White House. Three convertible coupes were sold publicly, cementing open twelve cylinder Pierce as among the United States' most exclusive automobiles.

This car is the sole survivor, and was originally sold and delivered in Washington, D.C., and in its size, quality, and engineering was truly an automobile worthy of being driven in the Nation's Capital - a symbol of this nation's finest auto making prowess, from a company that had maintained its incredibly high standards against all odds.

1936 AUBURN 852 CUSTOM PHAETON

Owner: Ronald & Sandra Hansen, Valencia, California

The Auburn Automobile Company was established in 1903 and matured into a well-respected builder of reliable cars, but it was not until E.L. Cord assumed the company's presidency in 1924 that its market stature grew. By 1931 Auburn was the 13th largest automobile manufacturer in America. The company experienced dramatic sales declines in 1932 and 1933 ultimately going into bankruptcy in 1937. The Auburn 852 Custom Phaeton was designed by Gordon Burig who concentrated on the front of the car in revising the grill and adding a pair of "semi-pontoon" bumpers. As a custom model the car is equipped with Dual Ratio two-speed rear axle for long range driving.



SYMPHONY OF CARS GALA

1938 PEUGEOT 402 DARL'MAT SPECIAL SPORTS ROADSTER

Owner: Mark Hyman, St. Louis, Missouri

One of the world's oldest automobile manufactures, Peugeot was a major force in international motorsports by 1915 although by the mid-1920s, the factory had pulled out of all racing activity, leaving only privateers to represent the marque. In the 1930s, Emile Darl'mat owned one the largest Peugeot dealers in the world. He was one of the only dealers to offer coachbuilt cars to his customers, and was a great friend of Marcel Pourtout owner of Carrosserie Pourtout, a French coachbuilding company. Darl'mat wished for Peugeot to return to Le Mans. He partnered with Pourtout to design a sports car based on the 302 chassis, with the goal of racing at the 24 hour classic. In 1938 race at Le Mans where Darl'mat won the 2-liter class and finished an impressive 5th overall. 105 Examples built of all body styles. 53 Special Sport Roadsters built with only 30 known survivors of all types

1941 PACKARD WOODIE AND CHRIS CRAFT SPEED BOAT

Owner: Rob & Jeannie Hilarides, Visalia, California

The 1941 Packard One-Twenty Deluxe Woodie Station Wagon represents one of the nicest wood-sided Packards ever produced. The 8-Cylinder 120HP motor in this Packard, tied to a 3-speed transmission had a top speed of 85 miles per hour. It runs and drives like the luxury car that was synonymous with the Packard marque. Original selling price was \$1,541.00. Packard shipped its running chassis to the Hercules Products Company in Evansville, Indiana where the wood body was manufactured and then fitted on the Packard running chassis.

Towed behind this magnificent Packard is a mahogany 19' 1954 Chris Craft Racing Runabout, purportedly originally owed by Bing Crosby and docked at his Lake Tahoe Home. The long front deck and classic vee windshield give it a sleek look making it one of the most collectible Chris Craft boats ever produced. Only 503 were manufactured between 1948 to 1954.

1954 BUICK SKYLARK

Ray & Bonnie Kinney, Dallas, Texas

In 1954, Buick once again offered the Skylark but on the shorter 122 inch Century body / chassis. Like the 1953 edition, it was a distinctive automobile. The 1954 was never planned. It was an encore at the behest of Harley Earl. Since the entire 1954 Buick model line was new, the Skylark had to be completely redesigned for a single model year run. For the most part a great deal of the Skylark's distinctive styling surfaced throughout the entire Buick line, including the new Panoramic windshield, unskirted rear wheels, pseudo cut down doors, and the bold chromed sweepspear trim running the length of the body. Under the long stretch hood, Buick loaded the Skylark with the Roadmaster's 200 horsepower Fireball V-8, coupled to a Twin-Turbine Dynaflo automatic transmission. The 1954 models again offered the full compliment of power features as standard equipment and wide whitewall tires mounted on special 15x6 inch Kelsey-Hayes chrome plated wire wheels. While Buick referred to the Skylark as a "sports car," that was stretching things a bit. Built on a double X-braced frame, the Skylark had an independent suspension and a semi-floating rear axle. The car had great styling, quick acceleration, but a soft, floating ride and the cornering ability of a Chris Craft. The Skylark was anything but a sports car. Only 836 Skylarks were built in 1954 at a Manufacture's Suggest Retail Price of \$4,355.00

1957 ROMETSCH BEESKOW CABRIOLET

F. Scott Boses & Celesta Pappas-Boses

This beautiful three-seat convertible was hand-crafted by Rometsch Karosserie in Berlin, and is named after its designer, Johannes Beeskow. These cars were produced between 1950 and 1957, and were considered the "Volkswagen for high society." The very first one was sold to the King of Sweden, and others were driven by celebrities such as Victor de Kowa, Gregory Peck, and Audrey Hepburn. The Rometsch Volkswagens were constructed entirely by hand, using a steel frame with wood pillars and support beams covered by a lightweight aluminum skin. The aluminum-bodied sports car was never officially blessed by Wolfsburg, and, in fact, VW refused to supply the long-established coach-builders with the rolling chassis and other parts needed, so they were forced to buy complete VWs through their 50 employees. This example is powered by a 1957 Porsche 356 1600 normal engine and is fitted with Porsche 356 A brakes in all 4 corners. Some of the design elements from the Beeskow were found later in other vehicles such as the so-called "wheelbrows" on the fenders of the Mercedes-Benz 300 SL and also the roof of the Audi TT. The car has had three owners since new, in Great Britain, Canada, and the United States. It was restored in 2000 in Great Britain. Approximately 34 Rometsch Beeskows survive today.



SYMPHONY OF CARS GALA

1961 JAGUAR XKE COUPE

Gordon Logan, Georgetown, Texas

Initially unveiled at the 1961 Geneva Motor Show, 2011 marks the 50th anniversary of the Malcolm Sayer designed Jaguar XKE. From the moment the XKE was introduced it attracted huge crowds and universal acclaim even from Enzo Ferrari who proclaimed that the XKE was "The most beautiful car ever made." In 2008, The English newspaper, "The Telegraph" reaffirmed Ferrari's praise when ranking 100 of the most beautiful cars in the world awarded the XKE #1 position.

The XKE combined startling styling, a 149.1-mph top speed, and accelerate from 0-60 in 7.1 seconds. The XKE's relatively low price of \$4,000.00 added to its popularity. The only thing that could compete performance-wise was a Ferrari at a significantly higher price.

The E-Type was a completely different-looking vehicle than its predecessors. Its projectile-shaped styling was based on the famous D-Type racers of the 1950's. What had been the most potent optional engine on the XK-150 became the standard engine on the XK-E. The construction was of the unibody type that reduced the weight by 400 pounds to 2,770 pounds

The XKE was manufactured between 1961 and 1975 during which time 77,836 units were produced. Only 10% of production or 7,828 Series 1, E-Type convertibles were produced. All E-Types featured independent coil spring rear suspension with torsion bar front ends, and four wheel disc brakes, in-board at the rear, all were power-assisted. Jaguar was one of the first auto manufacturers to equip cars with disc brakes as standard from the XK150 in 1958. The Series 1 can be recognized by glass covered headlights (up to 1967), small "mouth" opening at the front, signal lights and taillights above bumpers and exhaust tips under the license plate in the rear. 3.8 litre cars have leather-upholstered bucket seats, an aluminum-trimmed center instrument panel and console (changed to vinyl and leather in 1963), and a Moss 4-speed gearbox that lacks synchromesh for 1st gear. Optional extras included chrome spoke wheels and a detachable hard top.

1962 AC BRISTOL

Robin Grove, Gardena, California

1962 AC Bristol- BEX1213 was purchased directly from the AC Factory by Gil Ranney for SCCA Racing, and was shipped to the LA Port in January of 1963. It raced for 4 years in SCCA on the West Coast tracks with several podium finishes. Gils Wife Dianne, named the car "Grasshopper" due to it being green and declared its male gender, to which remains in force to this day. The car is shown in the AC /ACE Bristol racing book as written by John McLellan and Tony Bancroft during its racing career in 1966 to which Gil then sold the car in 1967 to Sports Car Center in Culver City, where it's new owner parked it in his storage unit for 44 years, until its current owner was able to purchase the vehicle with the help of Alfredo Garcia and David Zumstein. After locating Gil and Diane Ranney in Huntington Beach in 2013, it was also learned that the car had been mysteriously left off the ledger at AC Cars when originally shipped to the USA, as one of the last 4 out of the factory. The car remains in mostly original condition to this day. The vehicle was recently featured by Petrolicious, and winner of the "Spirit of the Mille" on the California Mille 2019, with her Co-Driver 65' Shelby Championship driver Allen Grant. There will be a 30-45 minute feature released this year on the car by "Lucky 13 Cinimatic" executive producers of the hit show "Toymakerz." Robin Grove is president of Cars USA, a freight expeditor for the worldwide shipment of collector cars.

1967 CHEVROLET CAMARO L78 INDIANAPOLIS PACE CAR

Dan Bishop, Redlands, California

1967 Camaro Indy 500 Commitment Fleet Replicas (Pace Cars) we built at the GM Norwood, Ohio plant. They were manufactured from the 3rd week of March through the 1st week of May. Approximately 54 of these vehicles were produced. All of these cars were optioned with special Ermine White Paint, Bright Blue Interior, Rally Sport Equipment, Super Sport Equipment, White Convertible Top, Special Bumble Bee Nose Stripe, Factory Painted Pinstripes. These are considered 1st tier promotional support vehicles and were special built for Official Chevrolet sponsored activities surrounding the Indy 500 race in April and May of 1967.

- Forty-three "Festival Cars" - These were the Indy 500 "Festival Committee cars" and were used for any Indy 500 Festival duties such as the down town parade, camera cars and other associated duties.
- Ten "Speedway Vehicles" - These were in general support of the Indianapolis Motor Speedway and were used by Speedway Staff.
- 40 "Brass hat" Cars - these were in general service to Chevrolet Corporate VIPs.



SYMPHONY OF CARS GALA

The vast majority of this production run equipped the Pace Cars with the 350 ci Chevrolet small block engines. Only a handful of these Pace Cars were equipped with the venerable 396 ci/375 hp L78 big block and 4-speed transmission. This car is only 1 of 4 manufactured at the historic Norwood facility that has been vetted by the Camaro Research Group and is listed in their 1967 Pace Car Registry.

1973 PORSCHE 911 2.7 RS

Rick and Suzanne Principe, Westlake Village, California

The Carrera RS models, valued by collectors, are considered by many to be the greatest classic 911s of all time. RS stands for "Rensport" in German meaning "racing sport". the Carrera name was reintroduced from the 356 Carrera which had itself named after Porsche's victories in the Carrera Panamericana races in Mexico in the 50s. the rs was built so that Porsche could enter racing formulae that demanded that a certain minimum number of production cars were made. compared with a standard 911s, the Carrera 2.7 rs had a larger 2,687 cc (2.7 l; 164 cu in) engine developing 210 hp, with Bosch mechanical fuel injection, revised and stiffened suspension, a duct tail rear spoiler, larger brakes, and wider wheels. in rs touring form it weighs 2,370 lbs. the weight savings comes from thin gauge steel used on the body shell of the car. a total of 1,580 RS's were made, with the first 500 using the lighter weight body. the car presented here, #280, is one of the first 500. it was originally delivered to a Swiss buyer for a sticker price of \$12,500.

1973 FERRARI DINO CONVERSION TO MONZA 3.6 EVO

David Lee, San Marino, California

In the late 60s and early 70s, Enzo Ferrari wanted to compete with Porsche by producing a higher volume lower price model car. The design house Pinnafarina, got to work and designed a small but beautiful mid engine sports car. Enzo Ferrari put a V6 motor in the heart of this beautifully designed automobile and called it Dino to dedicate it to his son Alfredo Ferrari who passed away early in his life due to MS. Through out the last 50 years, there has been a strong following for these Dinos. At first because they were affordable Ferraris but later more of a cult following it seems as the price crept up to 400k. But there was a ongoing complaint from many Ferrari clients about the Dino and how it was under powered. The Dino has a V6 with about 160 horsepower. In 2017, David Lee (renounced Ferrari collector) took the challenge to build a Dino the way Ferrari could have built it to satisfied their clients. Through the help of some very capable folks in the UK, David put a F40 V8 engine block without the turbos and tweaked it to 400 horsepower. In addition, all the mechanical parts were up graded to later model Ferrari parts to allow the car now to stop better with Bremo brakes and take corners better with Koni suspension and so forth and so forth. The car has been totally gone over. You will notice some exterior upgrades with the invisible set headlight covers, recasted 17 inches wheels, and an exhibition display engine compartment to see the velocity stacks of this power V8 engine. So with no surprise, after the completion of this one off car in early 2018, every automotive media wanted to write about it and this car named Monza 3.6 Evo had come to global recognition.

1974 PORSCHE EURO SPEC CARRERA

Michael & Barbara Malamut, Westlake Village, California

The surprisingly successful 911 Carrera RS of 1973 so impressed the buying public that Porsche knew it had to continue the theme with its next series of production sports coupes, the G-Series 911 of 1974-1977. Porsche enthusiasts will agree that the the best 911 of all time was the 2.7 Carrera RS. The updated 911 incorporated a new and stronger chassis with crash-resistant bumpers to meet U.S. requirements. Porsche retained the the brilliant 210-hp 2.7-liter engine of the '73 RS. The Porsche Certificate of Authenticity confirms that this is a matching-numbers car. 1580 Coupes and 630 Targas were produced.

1984 ZIMMER GOLDEN SPIRIT

Stuart Walpert, San Gabriel, California

Zimmer Motorcars Corporation was established in 1978 as a manufacturer of neo-classic automobiles. The idea for the Golden Spirit automobile was initially drawn on a napkin at a private dinner between Paul Zimmer, Chairman and President of Zimmer Corporation and Bob Zimmer, Paul Zimmer's son, employee and shareholder of the company. The Zimmer Golden Spirit was the flagship of the Zimmer Motorcars Corporation with more than 1,500 produced during its production run from 1978 to 1988. The Zimmer is considered an "era" car. Era cars were built from readily available parts (VW or Sprite convertible body, Corvette suspension, Buick/Lincoln/Chevrolet engines, etc.) and made to replicate the long hood, exposed headlight, side-mount spare tire look of the classics of the 1930s. All the parts used were either new or completely rebuilt to be better than new. There were



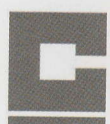
SYMPHONY OF CARS GALA

several brands made (Excalibur, Clénet, Tiffany) and they were all made to the same formula. Because Zimmers are built atop existing chassis, the company could use the legal certification of the Town Car and Mustang, obviating the need for separate crash and emissions certification by Zimmer. Zimmer Corporation fell into serious economic distress and the \$325 million a year parent company was forced into bankruptcy, taking down with it all of its operating divisions, including the highly successful and profitable \$25 million a year car company.

1986 FORD GHIA PROBE 5 CONCEPT CAR

Scott Grundfor, Arroyo Grande, California

The Ford Probe V was described by Donald F. Kopka, Ford Motor Company Head of Design from 1980-1987, as "a very sleek and subtle form that was shaped in the windtunnel" and pronounced it "Ford's statement for the future". The fifth and culminating prototype in a five car series of advanced aerodynamic cars from Ford Motor Company, Probe V has to this day the lowest coefficient of drag (Cd) of any drivable car in the world. The Cd of Probe V is .137, bettering the existing record of .15 held by its predecessor, Probe IV. Probe V also tops the Cd of the F-16 jet fighter aircraft and has so little wind resistance that it can sustain a 50mph speed with a little over 2 aero horsepower — 2 horsepower!



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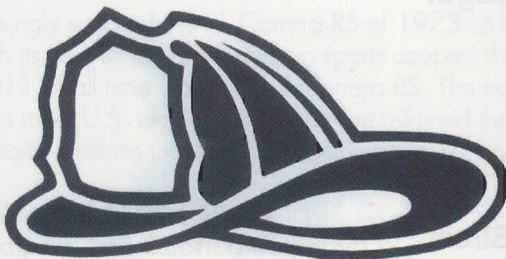
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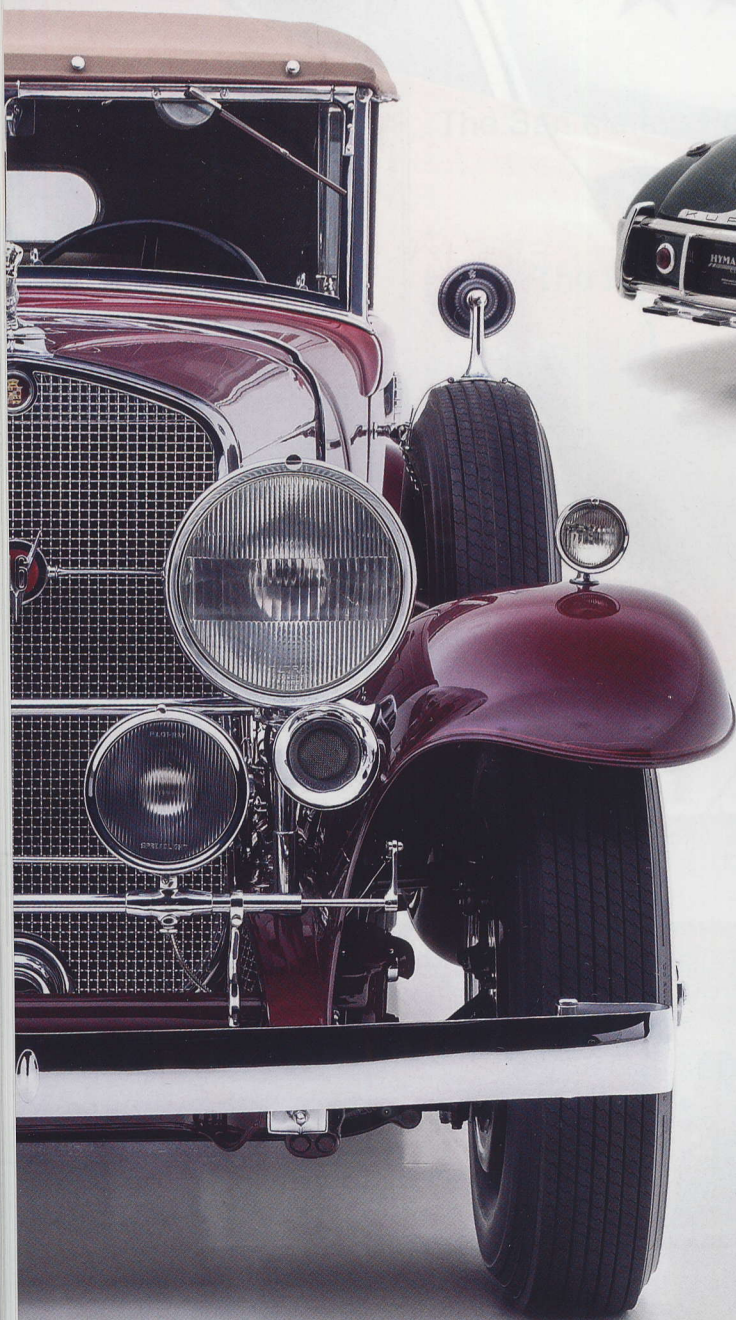
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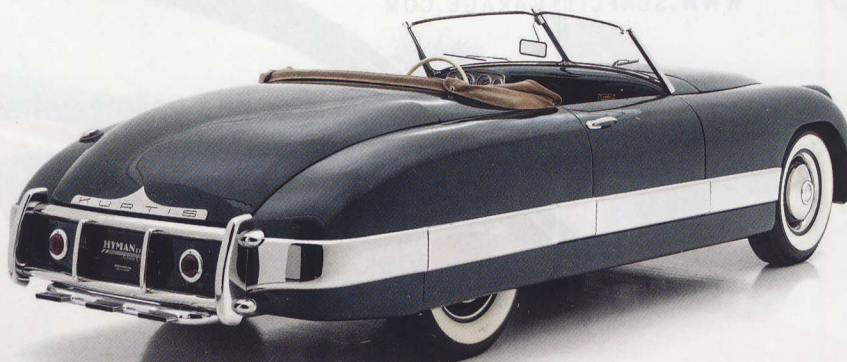
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Bill Manuel started his career at 15 years of age with the legendary Vasek Polak and was mentored by him personally. Bill has worked at Rusnak/Pasadena Porsche Service for 30 years.

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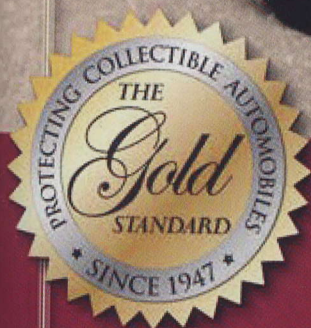
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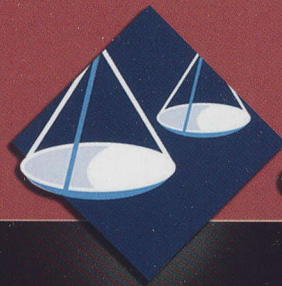
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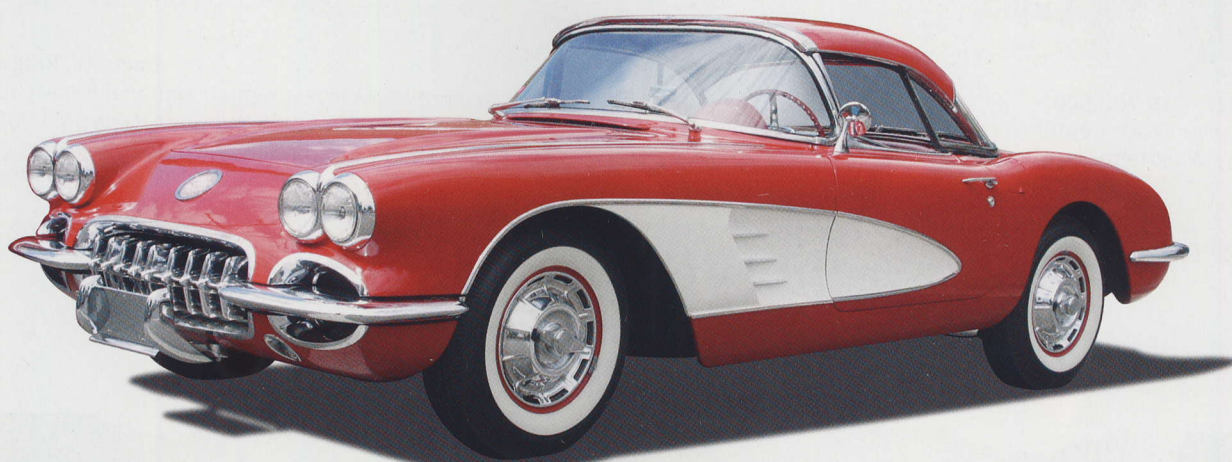
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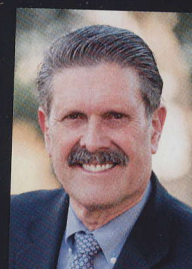
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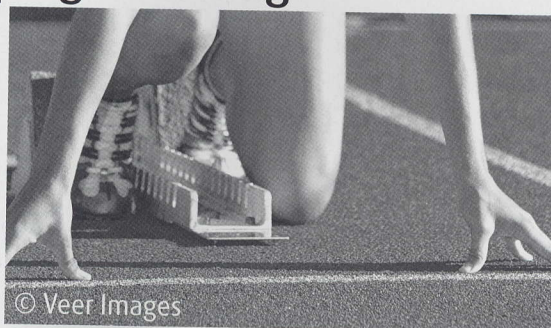
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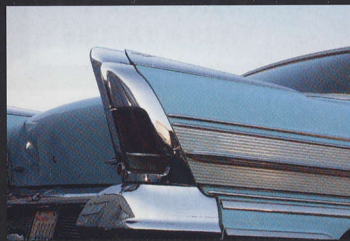
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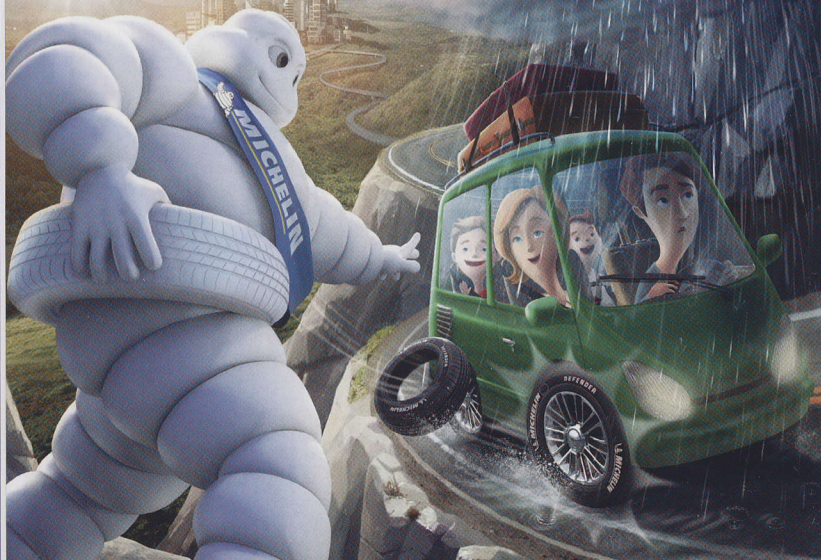


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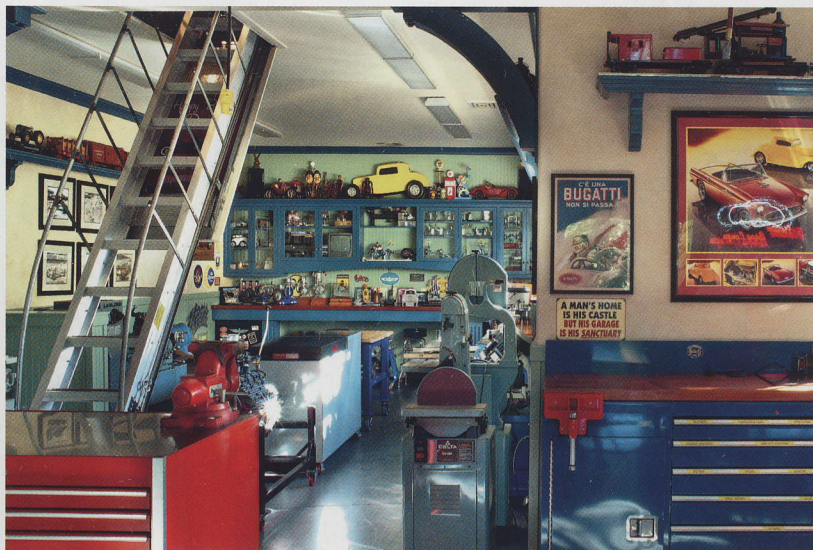
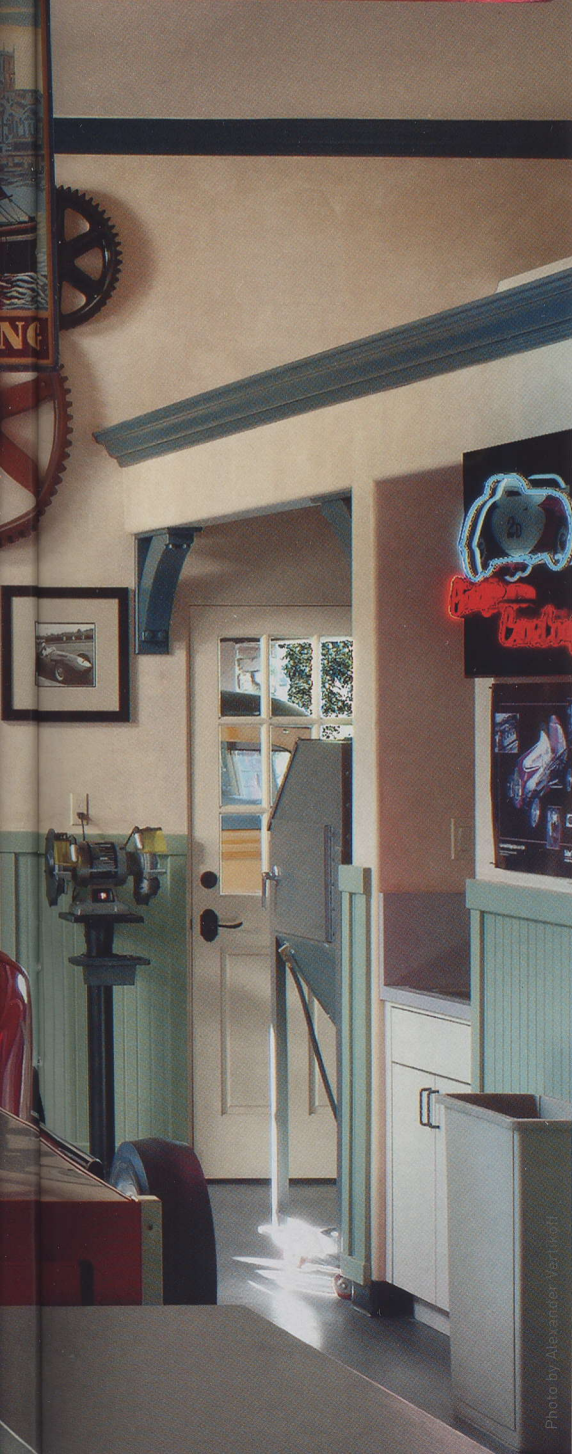
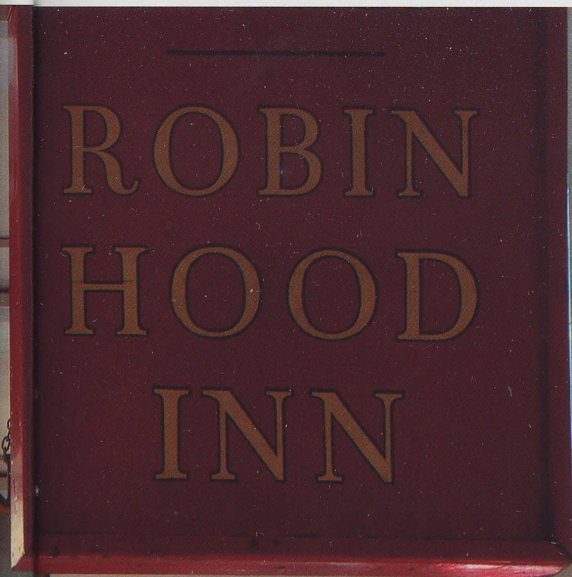
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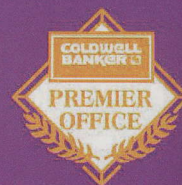


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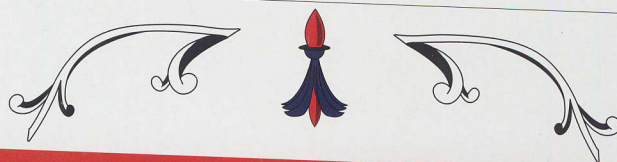
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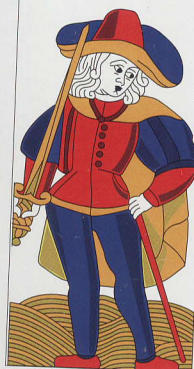
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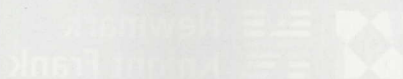


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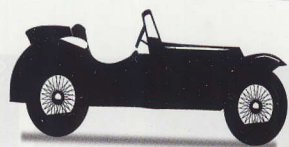
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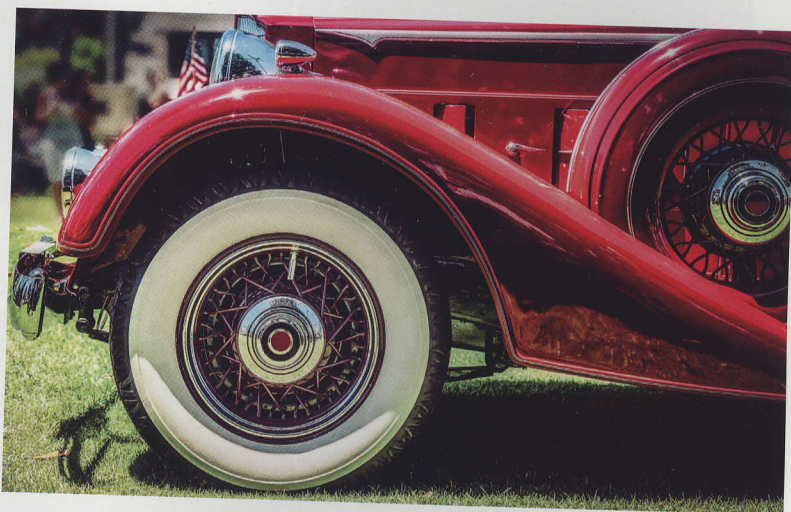
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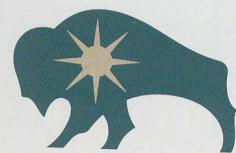
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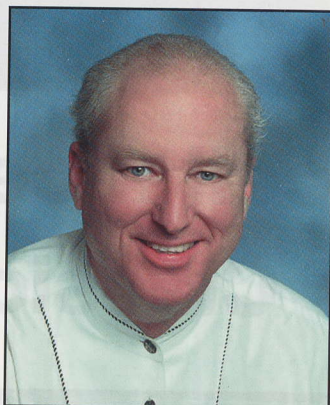
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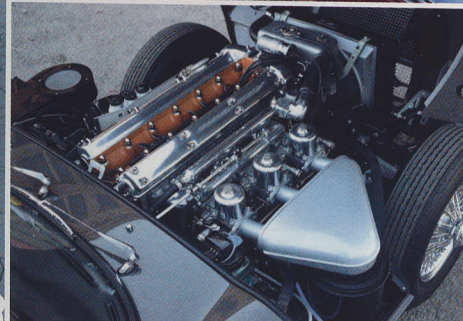
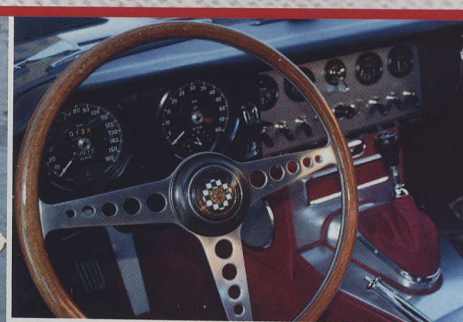
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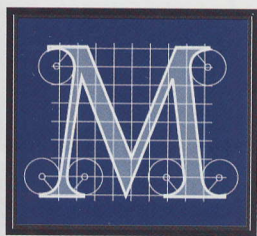


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1986 FORD GHIA PROBE V

The Ford Probe V was described by Donald F. Kopka, Ford Motor Company Head of Design from 1980-1987, as "a very sleek and subtle form that was shaped in the windtunnel" and pronounced it "Ford's statement for the future". The fifth and culminating prototype in a five car series of advanced aerodynamic cars from Ford Motor Company, Probe V has to this day the lowest coefficient of drag (Cd) of any drivable car in the world. The Cd of Probe V is .137, bettering the existing record of .15 held by its predecessor, Probe IV. Probe V also tops the Cd of the F-16 jet fighter aircraft and has so little wind resistance that it can sustain a 50mph speed with a little over 2 aero horsepower — 2 horsepower!

1982 FORD GHIA BARCHETTA

The 1982 Ford Barchetta captures the spirit of earlier European sports cars combining relative affordability with youthful, fun-to-drive good looks. Designed jointly by Ford of Europe and Ford's Ghia Operations in Turin, Italy, the car has a wedge-shaped, aerodynamic exterior with flush headlamps, turn signals and tail lights. Barchetta ("little boat" or "skiff") is what the Italians traditionally called their spartan high performance roadsters — the kind that ran in the Mille Miglia. There were Lancia Barchettas, Ferrari Barchettas and even a Fiat, too. By the early 1980's the small two-seat performance convertible following the tradition of a Porsche Speedster or Ferrari "Barchetta" had become almost extinct. According to legendary designers Tom Tjaarda and Filippo Sapino the barchetta rebirth actually started before Japan's final sports-car onslaught of the late 1980's. Both point to Ford's aptly named Barchetta show car of 1983 as the movement's first modern expression.

1982 FORD GHIA SHUTTLE

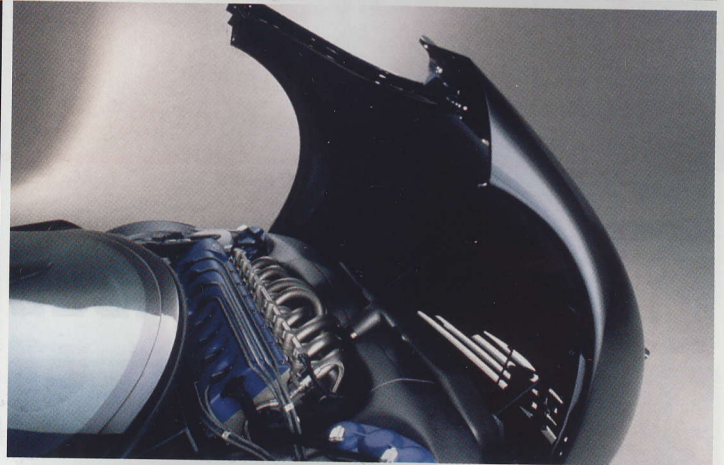
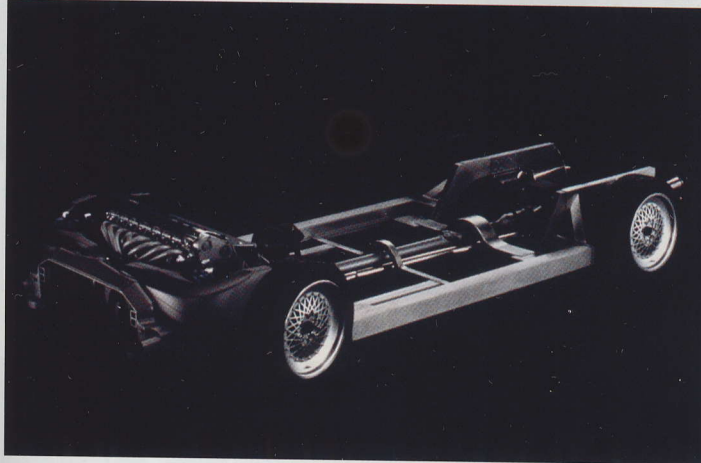
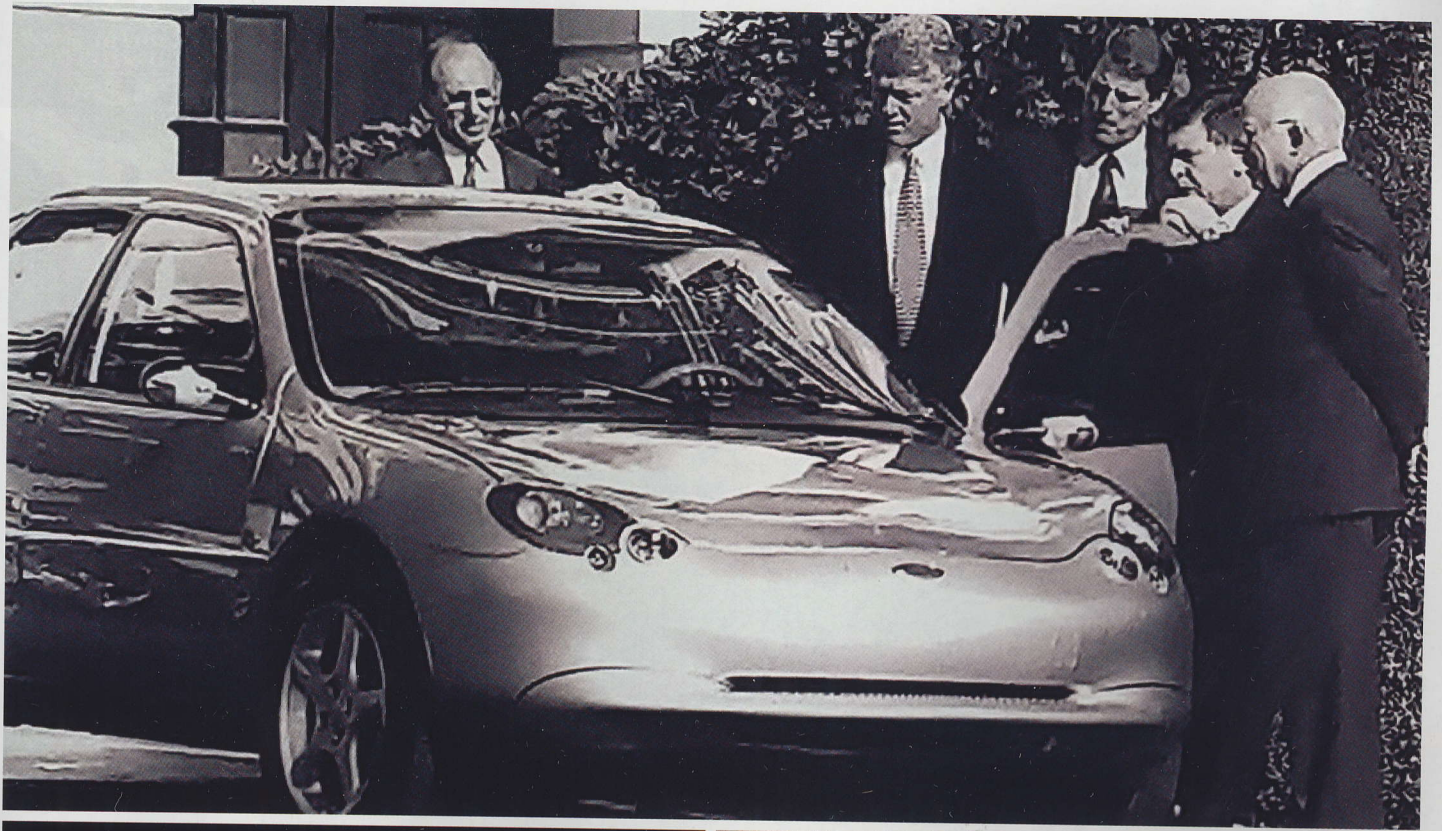
In 1982, under the direction of Filippo Sapino, Ford Motor Company's Turin, Italy based Ghia studios managed to create this very attractive "city coupe" known as "Shuttler". The Shuttler is an extremely early and sporty execution of the two-passenger vehicle designed to operate in the hustle and bustle landscape of the modern metropolis. A park anywhere, maneuver everywhere vision of the future of automotive transport, Shuttler's design is undeniably cute while remaining sporty and practical, a vision realized on today's roads by numerous fuel efficient small model mass production cars.

1979 FORD GHIA PROBE I

The Probe 1 represents the re-birth of the "American Dream Car" that Harley Earl's Buick Y-Job kicked off in 1939 and that GM continued with the Motorama Extravaganza's of the 1950's. This aerodynamic one-off sports car is a product of the collaborative efforts of the famous Turin based design firm Carrozzeria Ghia S.p.A and Ford Motor Company. Ghia traces its roots in coachbuilding back to 1915 and is former home to automotive design icons such as Guigaro, Tjaarda and De Tomaso. This hand crafted, fully functioning steel-bodied prototype project was overseen by Donald F. Kopka, Ford's Head of Design in 1979. Its sleek and angular aerodynamic shape achieved a drag coefficient in the wind tunnel of 0.25, some 37% less than the typical two-door four-passenger coupe of that era.

1982 FORD GHIA BREZZA

It wasn't until 1982 and 100 years into the history of automobiles that the first car ever designed by a woman for a major manufacturer came to be. General Motors had "Women Designers" as far back as the 1950's but their efforts dealt mostly with fabrics, interiors and colors. The car that broke the mold was Brezza and the woman responsible for this sleek mid-engine sports car is Marilena Corvasce, a woman hired by iconic Italian car designer Giorgetto Giugiaro some 15 years before this car would come into being. A one off Ford Motor Company project designed and fabricated by Carrozzeria Ghia S.p.A., the Brezza is an aerodynamic mid-engine two-seater sports car proving that a "dream car" can also be a practical road-ready drivable model.





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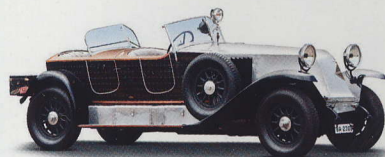
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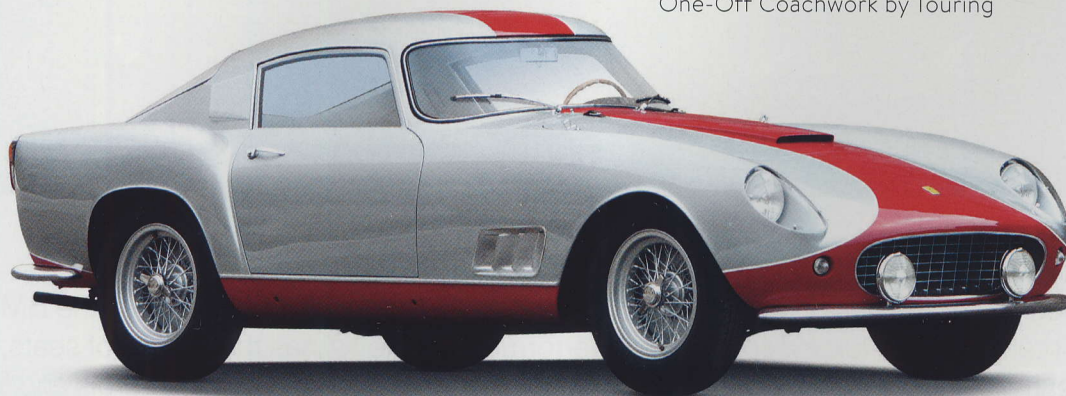
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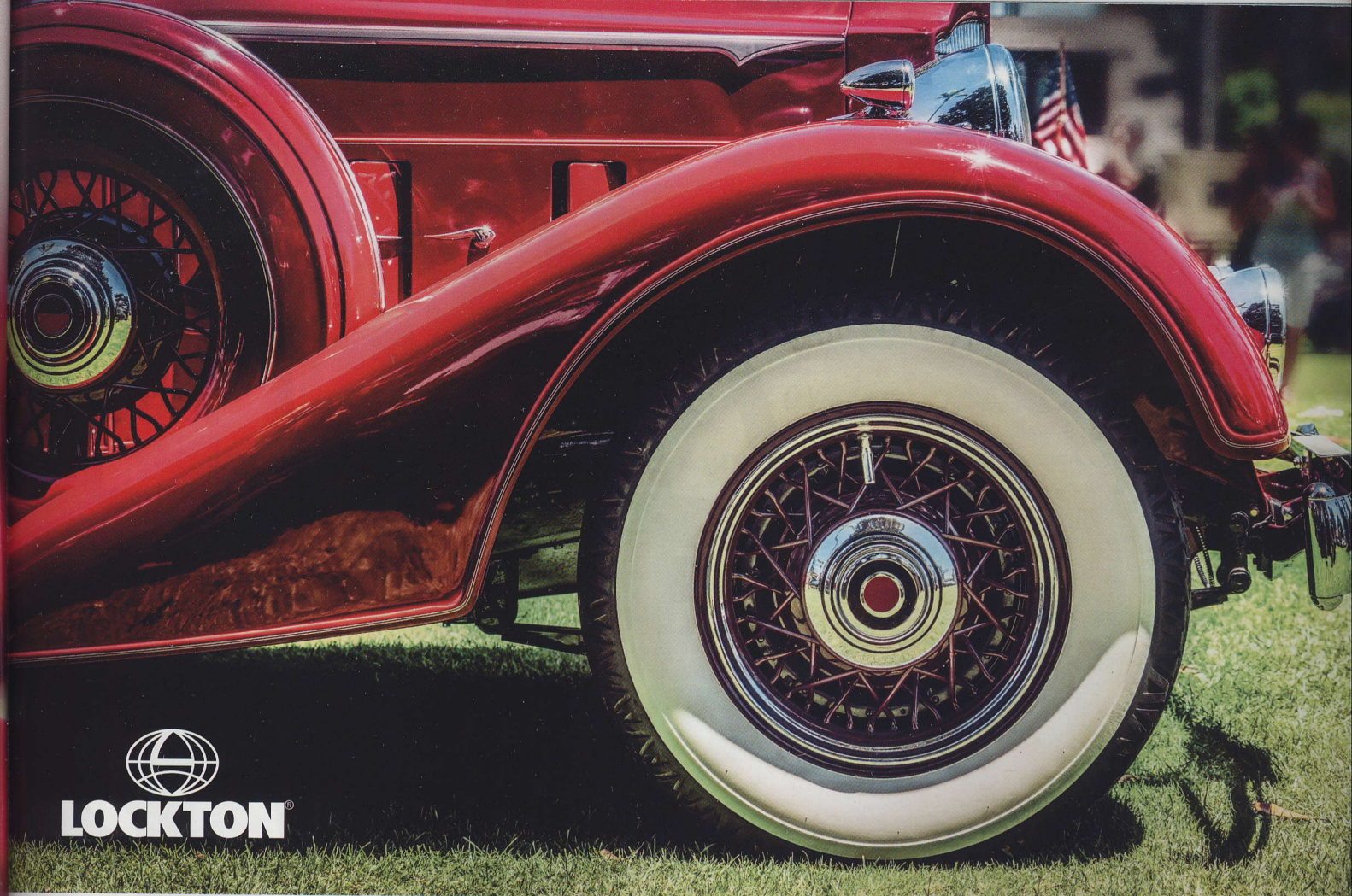
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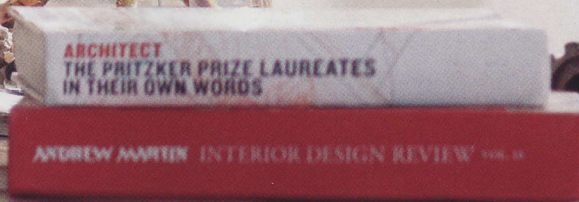
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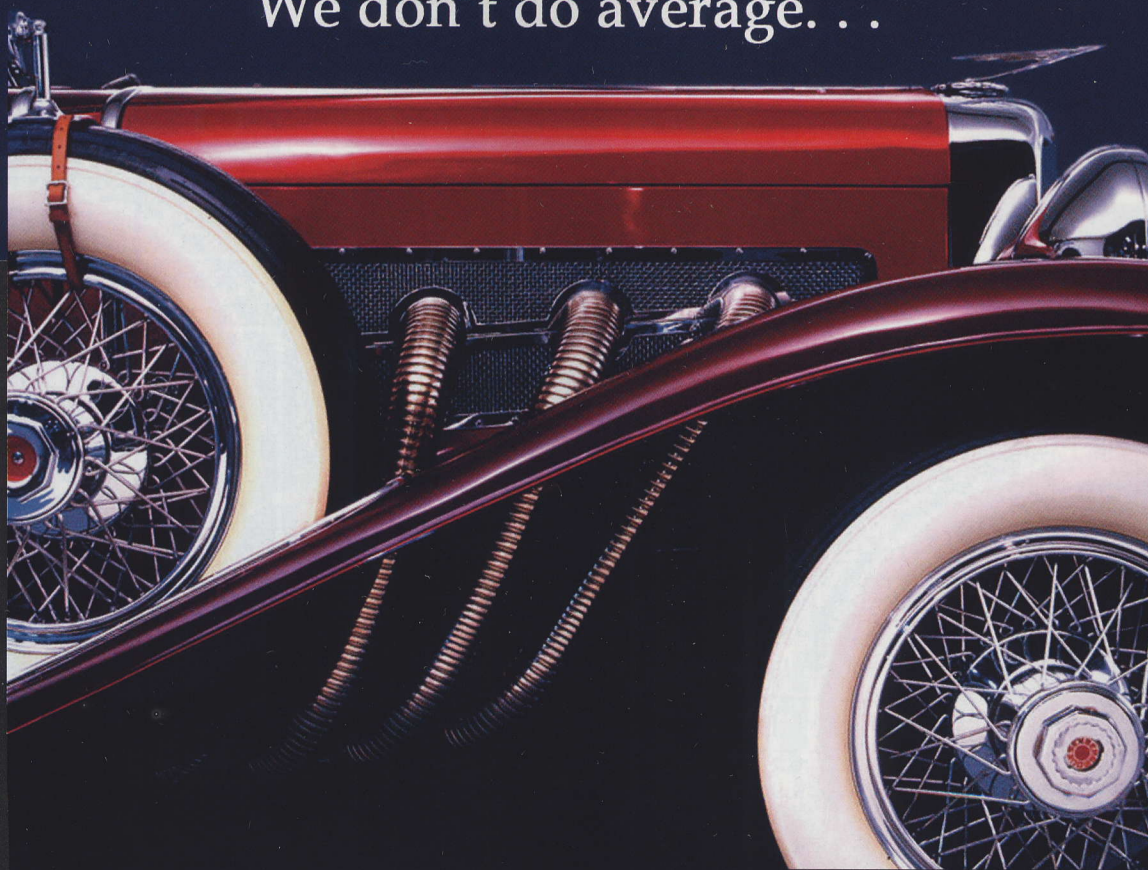
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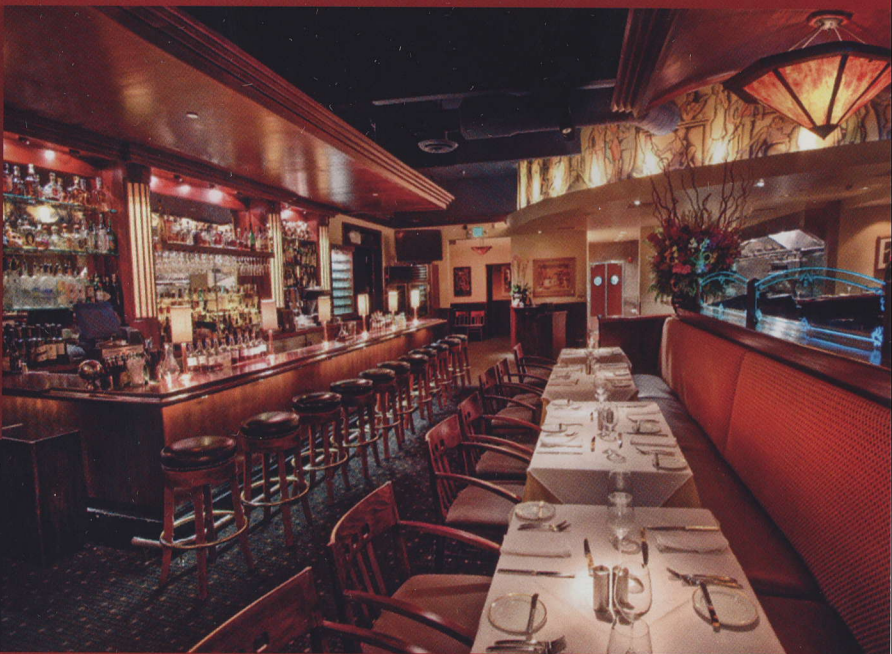


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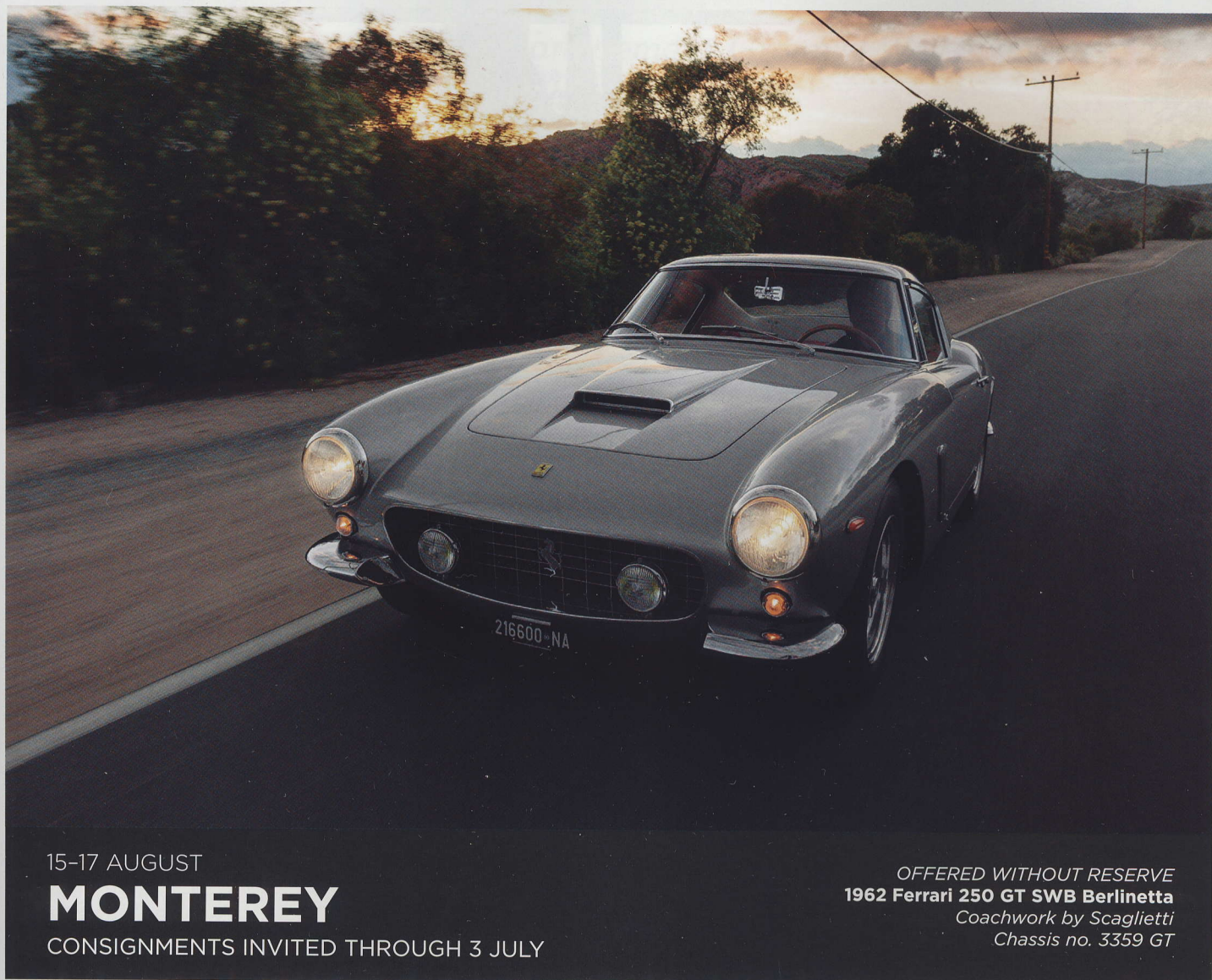


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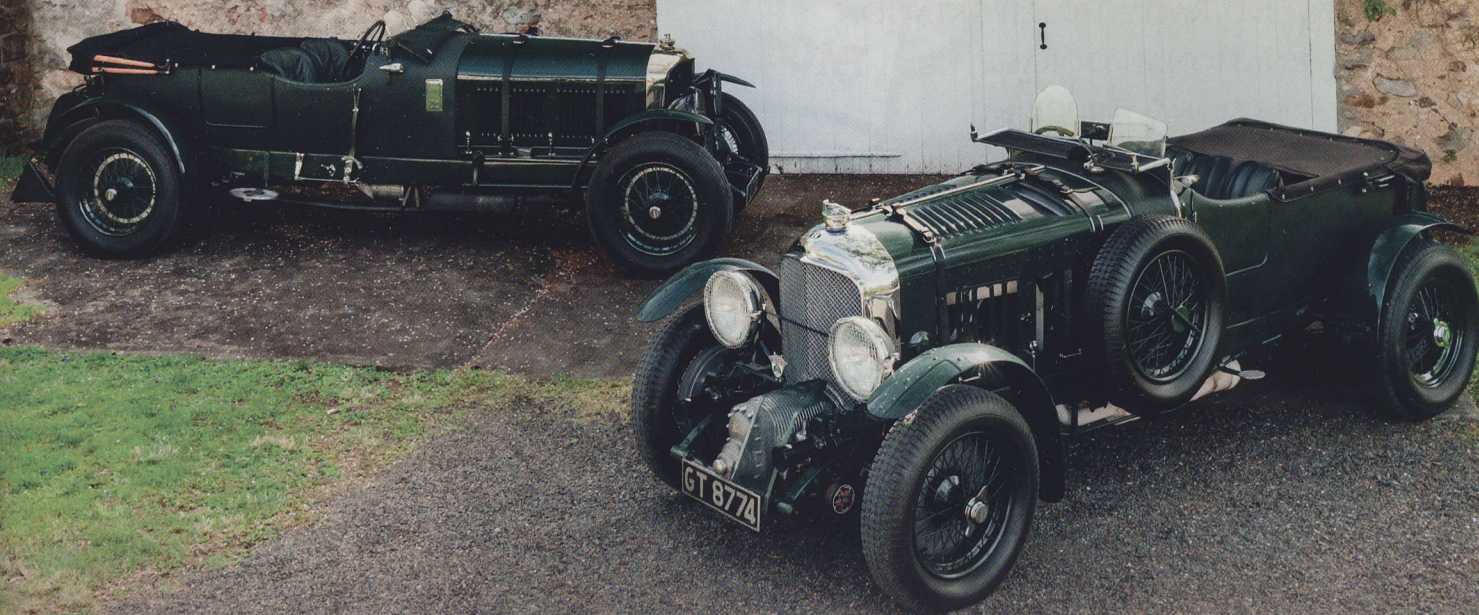
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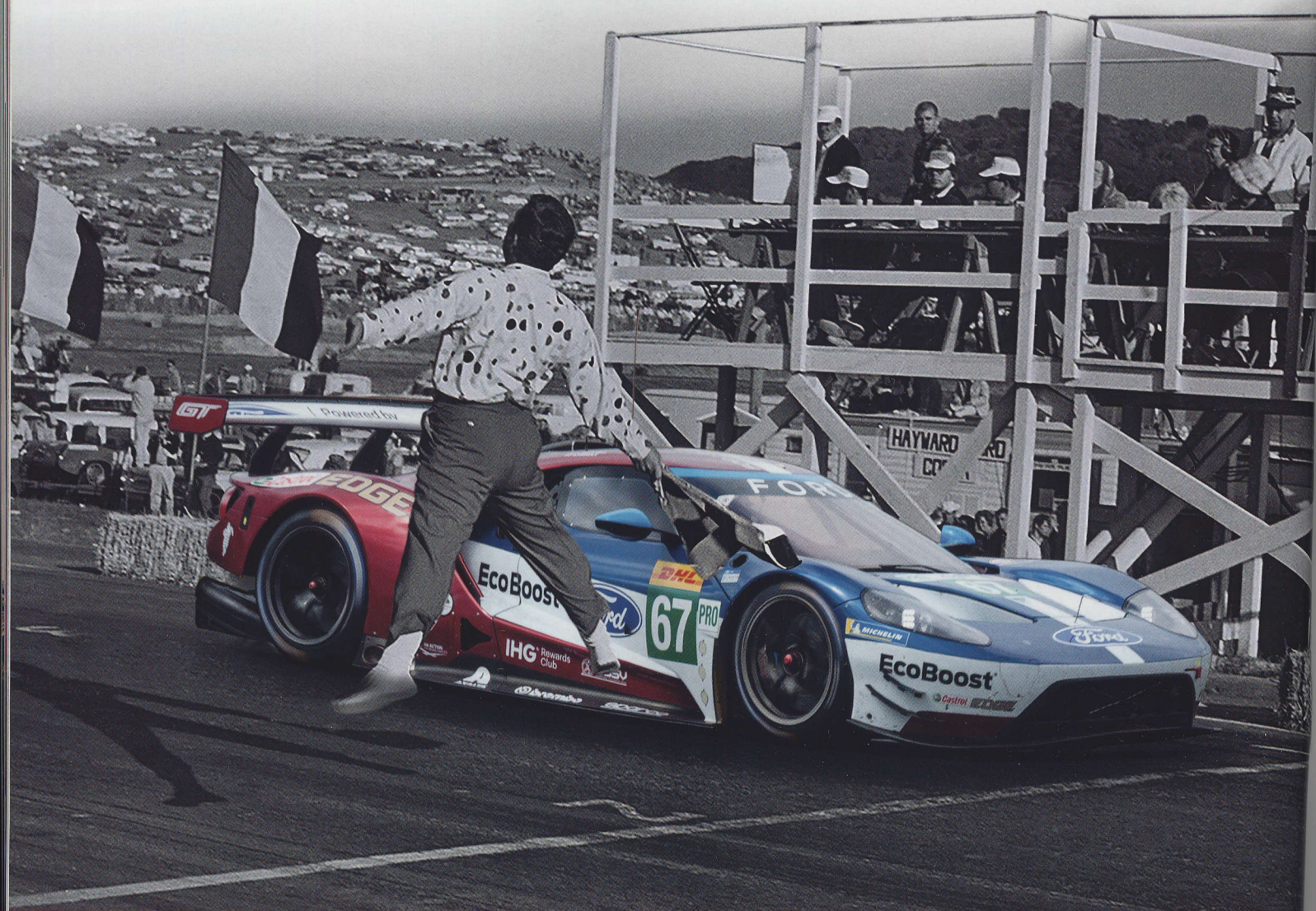
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